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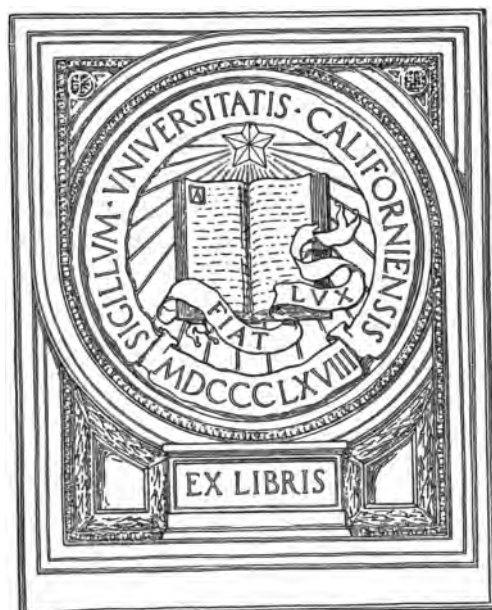
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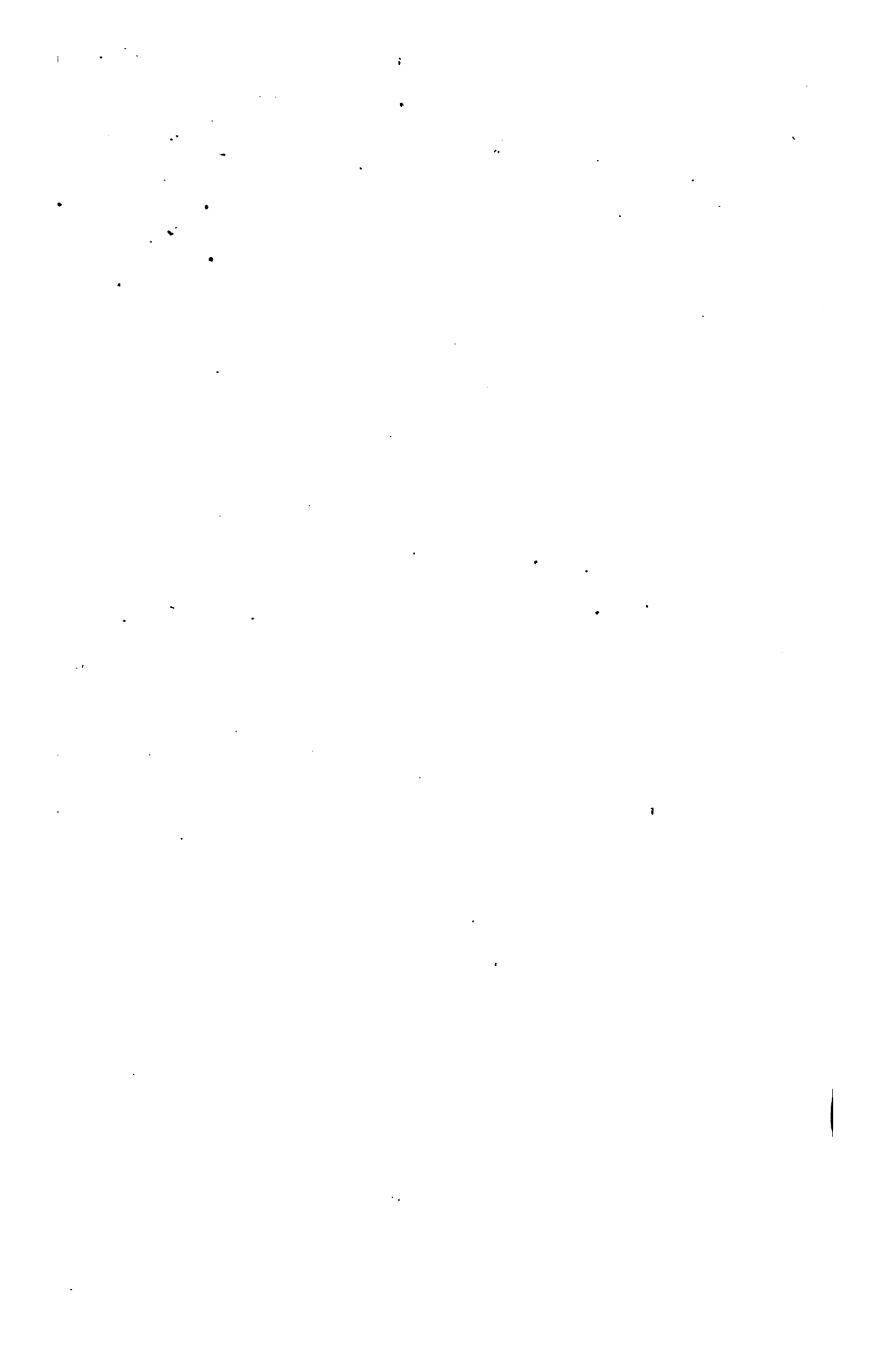


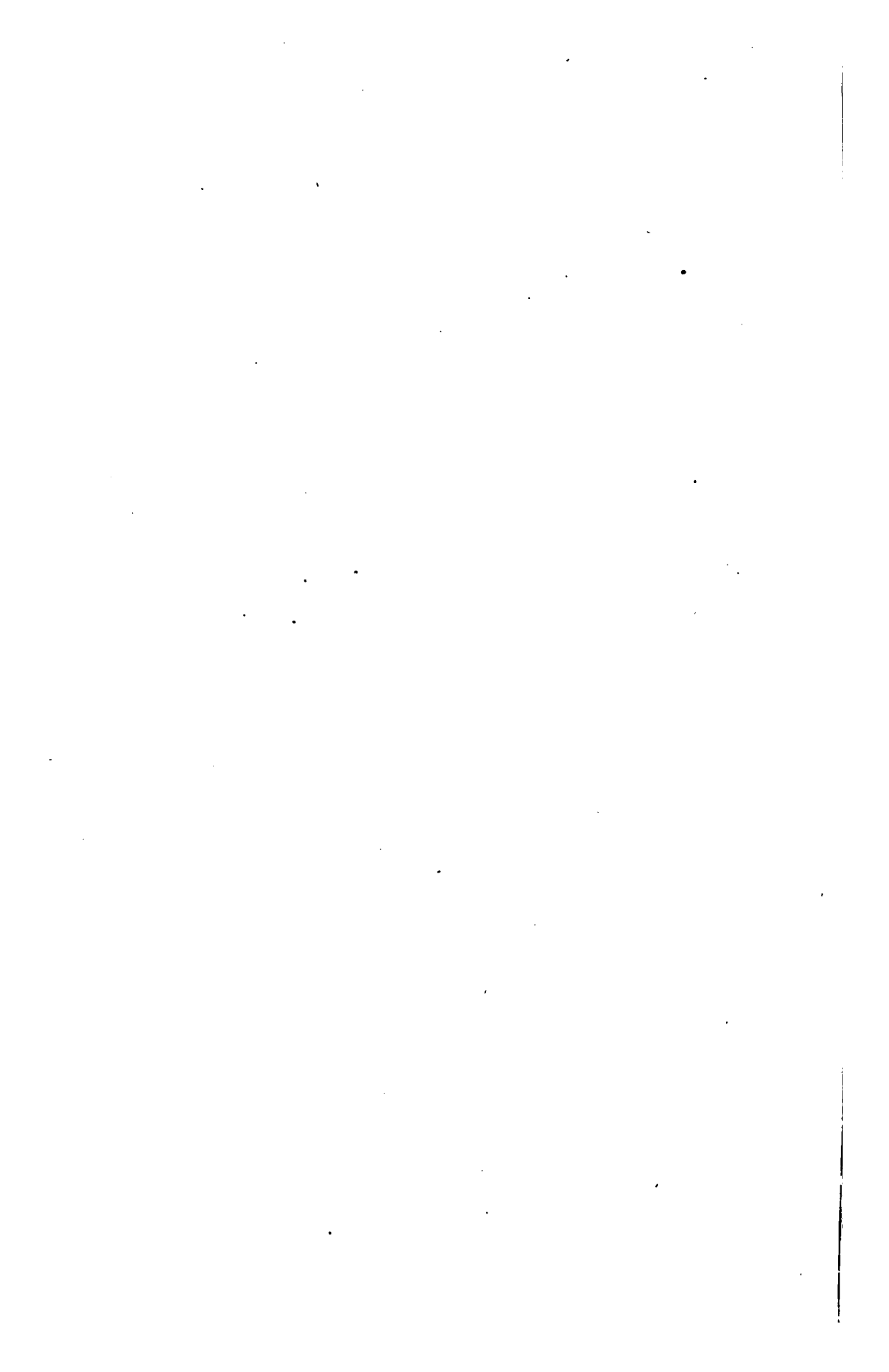
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POST-OFFICE DEPARTMENT.

ANNUAL REPORTS FOR THE FISCAL YEAR ENDED JUNE 30, 1906.

UNIV. OF
CALIFORNIA

REPORT OF THE POSTMASTER-GENERAL.

MISCELLANEOUS REPORTS.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1906.

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REPORT OF THE POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
Washington, D. C., December 1, 1906.

To the PRESIDENT:

I have the honor to submit herewith the annual report of the Postmaster-General for the fiscal year ended June 30, 1906.

In addition to matters which properly find a place in the report, reference is made to a few important transactions of the Department occurring since the close of the fiscal year, because of their intimate relations to others falling within the year.

As heretofore, the various topics are discussed, not in the order of their relative importance, which would be very difficult to determine, but in the main in accordance with the assignment of duties to the four Assistant Postmasters-General.

FINANCIAL STATEMENT.

The following is a statement of the Department's finances:

The receipts for the year were \$167,932,782.95; the expenditures, \$178,449,778.89; excess of expenditures over receipts, \$10,516,995.94.

Comparison of receipts and expenditures for the fiscal year ended June 30, 1906, with those for the previous year.

	1905.	1906.
RECEIPTS.		
Ordinary postal revenue.....	\$150,239,954.98	\$164,913,960.33
Receipts from money-order business.....	2,586,630.12	3,018,822.62
Total receipts from all sources.....	152,826,585.10	167,932,782.95
EXPENDITURES.		
Expenditures on account of the year.....	167,181,969.79	178,270,103.02
Expenditures on account of previous years.....	217,209.44	179,675.87
Total expenditures during the year.....	167,399,169.23	178,449,778.89
Total receipts during the year.....	152,826,585.10	167,932,782.95
Total excess of expenditures over receipts.....	14,572,584.13	10,516,995.94

Other comparisons.

	1905.	1906.
Appropriations for the support of the Post-Office Department and the postal service	\$172, 333, 038. 75	\$182, 578, 293. 75
Number of employees of all grades in the service (approximately) ..	281, 437	319, 898
Number of letter carriers, city	21, 778	22, 965
Number of letter carriers, rural	32, 055	35, 666
Number of rural-delivery routes in operation	32, 121	35, 767

POSTAL REVENUE IN DETAIL.

The postal revenue for the year, from all sources, was as follows:

Sales of stamps, stamped envelopes, newspaper wrappers, and postal cards	\$152, 137, 405. 01
Second-class postage (pound rate) paid in money.....	6, 603, 388. 40
Box rents	3, 253, 061. 97
Revenue from money-order business.....	3, 018, 822. 62
Third and fourth class postage paid in money.....	1, 892, 791. 41
Letter postage paid in money, principally balances due from foreign postal administrations.....	106, 346. 30
Fines and penalties.....	54, 863. 59
Miscellaneous receipts.....	101, 496. 28
Receipts from unclaimed dead letters.....	24, 090. 52
Unpaid money orders more than one year old.....	738, 516. 85
Total receipts	167, 932, 782. 95

NOTE.—The first item of postal revenue above enumerated (sales of stamps, etc.) includes the amount of special-delivery stamps sold, as well as stamps sold for the payment of registry fees. The amount of stamps sold during the year for use in the payment of registry fees will doubtless approximate the amount used during the year for such fees, viz, \$2,395,992.88. The estimated amount of special-delivery stamps sold, based upon the amount of the fees paid for the delivery of special-delivery mail during the year, is \$1,168,238.30.

EXPENDITURES IN DETAIL.

The expenditures of the postal service for the year are shown, by items, in the following statement:

Transportation of mails on railroads.....	\$41, 141, 210. 13
Compensation to postmasters.....	23, 544, 585. 09
Compensation to clerks in post-offices.....	22, 717, 013. 76
City delivery	22, 057, 176. 70
Rural delivery	24, 738, 980. 79
Railway mail service, salaries.....	14, 023, 133. 70

REPORT OF THE POSTMASTER-GENERAL.

3

Transportation of mails on star routes.....	\$7, 292, 660. 64
Railway post-office car service.....	5, 684, 783. 76
Transportation of foreign mails.....	2, 895, 756. 00
Rent, light, and fuel for first, second, and third class post-offices	2, 714, 180. 06
Compensation to assistant postmasters at first and second class post-offices	1, 978, 219. 48
Mail-messenger service.....	1, 285, 143. 05
Transportation of mails—regulation, screen, or other wagon service	1, 168, 049. 44
Special-delivery service	928, 416. 67
Manufacture of stamped envelopes.....	989, 804. 18
Transportation of mails on steamboats.....	731, 398. 89
Transportation of mails, electric and cable cars.....	556, 219. 05
Pneumatic-tube service.....	392, 506. 92
Manufacture of postage stamps.....	410, 824. 59
Mail bags, cord fasteners, label cases, etc.....	349, 019. 26
Salaries of post-office inspectors.....	347, 447. 24
Miscellaneous items at first and second class offices.....	209, 581. 44
Wrapping twine.....	174, 983. 04
Registered-package, tag, official, and dead-letter envelopes.....	190, 230. 33
Canceled machines.....	220, 604. 00
Manufacture of postal cards.....	164, 008. 35
Payment of money orders more than 1 year old.....	191, 872. 86
Per diem allowance of post-office inspectors.....	177, 380. 00
Balance due foreign countries.....	141, 443. 21
Transportation of mails, special facilities.....	117, 856. 42
Blanks, blank books, etc., for money-order service.....	149, 296. 56
Salaries of clerks and miscellaneous expenses, mail depredations, and post-office inspectors.....	96, 621. 14
Wrapping paper	48, 441. 70
Railway mail service, acting clerks, for clerks injured on duty and death indemnity.....	72, 610. 97
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Stationery for postal service.....	64, 930. 08
Mail locks and keys.....	38, 125. 44
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Postmarking and rating stamps.....	31, 438. 62
Assistant superintendents, division of salaries and allowances	22, 514. 70
Expenditures under 25 smaller items of appropriation (less than \$20,000 each).....	129, 459. 44
Total expenditures for the year.....	178, 270, 103. 02

REPORT OF THE POSTMASTER-GENERAL.

Receipts for the year-----	\$167, 932, 782. 95
Excess of expenditures over receipts-----	10, 337, 320. 07
Expenditures on account of previous years-----	179, 675. 87
Total excess of expenditures over receipts-----	10, 516, 995. 94
Amount of loss by burglary, fire, bad debts, etc-----	25, 945. 82
Net deficit for fiscal year ended June 30, 1906-----	10, 542, 941. 76

General statistics, by decades.

Year.	Number of post-offices.	Extent of post routes in miles.	Miles of mail service performed.	Gross revenue of Department.	Gross expenditure of Department.	Deficit.
1796	468	13, 204	.....	\$195, 066	\$131, 571	^a \$63, 495
1806	1, 710	33, 431	.....	446, 105	412, 233	^a \$3, 872
1816	3, 260	48, 673	.....	961, 782	804, 422	^a \$7, 360
1826	6, 150	94, 052	11, 957, 585	1, 447, 703	1, 366, 712	^a \$80, 991
1836	11, 091	118, 264	27, 578, 620	3, 408, 323	3, 841, 766	433, 443
1846	14, 601	152, 865	37, 398, 414	3, 487, 199	4, 084, 297	597, 098
1856	25, 565	239, 642	71, 307, 897	6, 920, 821	10, 504, 286	3, 484, 465
1866	23, 828	180, 921	71, 837, 914	14, 386, 986	15, 352, 079	965, 093
1876	36, 383	281, 798	136, 269, 708	28, 644, 197	33, 263, 487	4, 619, 290
1886	53, 614	368, 660	252, 044, 705	43, 948, 423	51, 004, 744	7, 056, 321
1896	70, 360	463, 313	409, 388, 424	82, 499, 208	90, 626, 296	8, 127, 088
1906	^b 65, 600	478, 711	515, 185, 591	167, 932, 782	178, 449, 778	10, 516, 996

Year.	Postage stamps.	Stamped envelopes.	Postal cards.	Registered letters.	Dead letters received.
1856	126, 045, 210	33, 764, 050	.....	.....	.....
1866	347, 734, 325	39, 094, 725	.....	275, 103	5, 189, 605
1876	700, 089, 437	165, 520, 250	150, 815, 000	4, 007, 817	3, 542, 494
1886	1, 620, 784, 100	354, 008, 100	355, 648, 000	11, 648, 227	4, 791, 698
1896	3, 025, 481, 467	616, 040, 250	524, 820, 150	15, 106, 336	6, 253, 363
1906	6, 297, 392, 415	1, 230, 287, 750	798, 917, 850	34, 165, 484	11, 663, 377

Year.	Amount of domestic money orders issued.	Amount of international money orders issued.	Number of pieces of matter of all kinds mailed.
1866	\$3, 977, 259	.....	.....
1876	77, 035, 972	\$2, 068, 668	.....
1886	113, 819, 521	7, 178, 786	3, 474, 000, 000
1896	172, 100, 649	13, 852, 615	5, 693, 719, 192
1906	444, 515, 790	63, 047, 868	11, 361, 090, 610

^a Surplus.^b The decrease in the number of post-offices is largely due to the discontinuance of minor offices on account of the introduction of rural delivery.

For a more detailed statement of the condition of the service I invite attention to the reports of the other officials of the Department. From these, as far as practicable, unnecessary statistics have been eliminated, the object being to have them cover only matters of real interest.

Certain of the recommendations made in my report of a year ago received the approval of the Congress. Owing to the condition of the national finances and other obstacles at that time, there were, however, some that could not be acted upon. I respectfully invite attention to them as well as to those embodied in communications to the Senate and House Committees on Post-Offices and Post-Roads, and earnestly urge that they be considered in connection with those contained in the following pages.

DEFICIENCIES.

During the fiscal year there were no actual deficiencies in the appropriations. Owing to the unprecedented growth of the special-delivery service the original appropriation of \$900,000 for fees of special-delivery messengers was supplemented by an additional appropriation of \$20,000, and even with this amount at the close of the year there was a shortage of \$14,591.20. This amount can not be considered a deficiency, because the law (act of August 4, 1886) providing for the special delivery of mail matter states specifically that postmasters shall be entitled to 80 per cent of the face value of special-delivery stamps on matter received at their offices and specially delivered.

DEFICIT.

The deficit has undergone a substantial reduction—from \$14,594,387.12 in 1905 to \$10,542,941.76 in 1906—\$4,051,445.36, or 27.76 per cent. This amount represents in a sense the cost of the service to the people. Based upon a population of 82,000,000 (81,752,000 in 1904) the postal service was an expense of about 12 cents to each person.

The total receipts for 1906 were \$167,932,782.95, an increase over 1905 of \$15,106,197.85, which is the greatest increase for any year in the history of the service. The per cent of increase in receipts is 9.88, as compared with 6.42 for 1905. For the third quarter the receipts exceeded the expenditures by \$286,724.46.

The total expenditures during 1906 were \$178,449,778.89, an increase of \$11,050,609.66 over 1905. The per cent of increase, 6.60, is less than for a number of years and is smaller by one-third than the per cent of increase during 1905.

It is an interesting fact, as showing the relation between postal receipts and expenditures, that for several years past the receipts of one year have about equaled the expenditures of the year before.

I repeat what I stated a year ago, that while it would be a gratifying circumstance if the Post-Office Department were self-sustaining, I am less concerned about the deficit than about efficiency of administration. The public demand for postal facilities is constantly growing. If the installation of the rural service had depended upon the existence of a surplus in the postal revenues under the existing system of accounting, that service could not have been given. The same considerations apply to a number of other branches. The financial returns from certain branches are so interwoven with and dependent upon others that there is much force in the contention that it is unreasonable to charge any one of them with the responsibility for the deficit.

The rural delivery has undoubtedly increased the bulk of first-class mail matter. The circulation of second-class mail also very largely affects the bulk of the higher class, to what degree it is practically impossible to determine. Of course, a rapidly increasing deficit for a period of years may be a matter of some concern, but I think present conditions warrant us in turning our attention, rather, to an investigation and improvement of every branch of the Department's work. We must have an increasing recognition of merit, both in position and in compensation; we must have a better system of accounting and more accurate statistics; we must make the service meet the needs of the people. If we improve the character of service we shall have less occasion to be disturbed by the cost of service, for it has been the experience of many postal administrations, not only here but abroad, that the giving of additional facilities, within reasonable limits, is almost invariably followed by an increased use of the mails and consequent additions to the revenue.

In spite of defects the efficiency of the service has been in many respects remarkable, as witness the record of the registry service for the half century of its existence, showing a percentage of loss from all causes—including burglary, theft, and fire—for the fiscal year ended June 30, 1904, of only three one-thousandths of 1 per cent. Some private business enterprises may in certain directions yield better financial returns, but they can not show a higher standard of integrity nor more faithful performance of duty.

ESTIMATES OF APPROPRIATIONS REQUIRED FOR THE FISCAL YEAR 1907-8.

The amount requested for salaries in the Department is \$1,529,420, an increase of \$122,030 over the present appropriation, the latter being based upon estimates submitted at the time of the general reorganization of the Department, which, while showing an apparent total increase of \$44,750, carried an actual decrease of \$13,550 in the then existing appropriations, transfers from the Treasury and postal service appropriations amounting to \$58,300.

No actual increase having been requested in last year's estimates, but simply transfers from one service to another, it is deemed in the interest of good administration, in order properly to handle the postal business, to urge appropriations covering the various additional positions submitted this year.

The estimates for the service at large aggregate \$206,662,190, an increase of about \$15,000,000 over last year's appropriation, the principal increases being in the compensation of postmasters and post-office clerks, letter carriers, both city and rural, in the railway mail service, and in the transportation of mail by railroad routes and pneumatic tubes.

To provide for the compensation of postmasters, assistant postmasters, and clerks in post-offices an increase of \$4,651,200 is asked, the present appropriations covering these items being inadequate to meet the growing demands of the service. An increase of \$1,156,700 will be needed for the compensation of city letter carriers, and an increase of \$1,475,000 for rural carriers.

The estimate for the transportation of mail by railroad routes calls for an increase of \$4,660,000 as a result of the readjustment of compensation to railroads based upon weights taken during the weighing season in the fourth contract section.

For the payment of salaries in the railway mail service, an increase of \$987,360 is asked. The pneumatic-tube service requires \$350,000 additional. The present appropriation authorized considerable extension, which, together with present obligations, aggregates an annual rate of \$1,250,000, the appropriation requested.

The estimates show several decreases: For separating mails at third and fourth class offices, \$25,000; railway transportation, special facilities, \$167,728.75; postage stamps, \$41,000; postal cards, \$36,000; and official and registry envelopes, \$20,000.

REORGANIZATION.

The reorganization of the Department has become effective and the present allotment of work to the various divisions is yielding the most satisfactory results.

As supplementing the general scheme of reorganization, there have been carried on during the year thorough investigations of a number of divisions, resulting in changes in the personnel, with such equalization of salaries as has been possible under existing law. This work of investigation and inspection is still in progress and will be extended to every division in the Department. Equalization of salaries is one of the great needs of the departmental service. By reductions and promotions some equalization can be secured, but in the larger aspects of the problem legislative action will be required.

DEPUTY POSTMASTER-GENERAL.

While this Department has a personnel of more than 320,000 and requires annual appropriations approximating \$200,000,000, the general supervision of its affairs is intrusted to a Postmaster-General and but four assistants. Its remarkable growth in recent years has put upon these officials burdens of which they should be relieved; and their tenure, which is in the nature of things dependent largely upon changes in the National Administration, operates against a continuity of policy in the general operation of the Department, which is most unfortunate.

To meet this situation, at least in some degree, I recommend that provision be made for a Deputy Postmaster-General, who shall be the ranking officer of the Postmaster-General's assistants, whose tenure shall be permanent, whose compensation shall be commensurate with his position, and whose duties shall be in the nature of a general manager of the postal service. If there were appointed to such a position an official of tried executive capacity and long experience in postal matters, he could relieve the head of the Department of innumerable details which now consume a large portion of his time and preclude the proper consideration of important questions of general policy developed in our own and foreign postal administrations.

EXPERT STATISTICIANS AND ACCOUNTANTS.

The Department has a number of employees trained in the ordinary details of statistical work, but in an establishment of this magnitude something more is required. As I have already intimated, we must have greater accuracy in our statistical statements. I think the desirability of this is shown in the reports of past and present investigations—Congressional and Departmental. A careful perusal of these reports and of much other related data convinces me that it would be in the interest of good administration if an appropriation were made to secure to the Department from time to time the services of expert statisticians. I think this will be required even though favorable action is taken on the suggestion that it is desirable to have a commission of expert accountants make a thorough examination of the accounting system of the Department and recommend changes necessary to modernize the service. If the services of expert statisticians are to be employed as occasion may require I recommend an appropriation of \$15,000. For the services of a commission of expert accountants and statisticians for the specific work above outlined I recommend an appropriation of \$30,000. The financial returns alone from such appropriations would be large and the value of the Department's records and statistics greatly enhanced.

AGENTS TO STUDY FOREIGN POSTAL SYSTEMS.

I renew my recommendation of last year, as follows:

The postal service of this country should not be surpassed by that of any other nation. The United States has always been among the foremost countries of the Universal Postal Union in adopting practical suggestions looking to the betterment of the service, and has been anxious both to give and to take suggestions in conference with the representatives of progressive foreign countries. A careful study of the postal systems of Europe and an accurate knowledge of their postal machinery and management would be of great advantage to this country. If the Postmaster-General had authority to detail at least three able and experienced postal officials to visit the cities of Europe having the most complete and efficient postal systems and make report to him from time to time, the result would be in every way advantageous. The detail of competent officials already in the postal service would involve, as an additional cost to the Government, necessary traveling expenses, their regular salaries continuing during their service abroad. An appropriation of \$10,000 for this purpose is recommended.

FIELD SUPERVISION.

The necessity for greater administrative supervision of the field service becomes more apparent each year. The consolidation of the rural agents with the post-office inspectors has shown excellent results and tends in some degree to meet this need. The appointment of a Deputy Postmaster-General would be another step in that direction. The fifteen post-office inspectors in charge exercise a certain supervision, but until there has been extended to other branches of the field service, and particularly to postmasters at the smaller offices, some such organization as exists in the railway mail service, there will be lacking an important adjunct to an effective administration of the Department. Legislative action will be required to effect this. Several of my predecessors have made recommendations in the hope of remedying this defect in organization, but these have not met with Congressional approval. If there is to be no immediate favorable action taken upon the various suggestions along this line, I know of nothing better than the maintenance of a sufficiently large personnel and a high standard of efficiency in the division of post-office inspectors. To secure these there must be such compensation of its employees as will lead to the appointment and retention of thoroughly competent men.

SOME COMMISSIONS APPOINTED.

The following special commissions have been appointed by the Postmaster-General:

To consider and make recommendations for an improved method of disposing of undeliverable mail matter (Order No. 436, November 11, 1905); reported February 15, 1906, that additional legislation was necessary to secure a desired change in methods employed, and identical bills (S. 6421 and H. R. 18533) to effect the purpose in view were introduced in the Senate and in the House of Representatives, but failed of passage. Further action by this commission is suspended awaiting the requisite legislative action.

To investigate the merits of certain stamp-vending machines. (Order No. 472, November 24, 1905.) The committee reported that the adoption of automatic machines for the sale of stamped paper would not, for the present, be advantageous.

To secure suitable quarters for the mail-bag and mail-lock repair shops. (Order No. 481, November 25, 1905.) Report made and submitted to Congress with recommendation for increased appropriation for rental. Congress appropriated additional money, but not sufficient for the rental of a suitable building.

To consider the advisability of recommending to Congress the enactment of legislation on the subject of a postal note or some other substitute for postage stamps and coins in remittances of small amounts through the mails. (Order No. 492, December 2, 1905.) Report made March 31, 1906; supplemental report made November 2, 1906. The commission recommended the adoption of a postal note. Congress has been requested to enact proper legislation for the inauguration of a suitable system.

To investigate certain divisions of the Department with a view to simplifying work and readjusting salaries. (Order No. 670, January 29, 1906.) The commission has made its report with respect to several divisions of the Department, with the result that there have been an equalization of salaries and a simplification of methods. The commission is still at work, and a final report will not be rendered for some time.

The joint commission of the Treasury and Post-Office Departments to consider the question of asking Congress to amend existing legislation relative to the period of preserving in the office of the Auditor paid money orders and money-order statements. (Order No. 789, March 24, 1906.) The commission recommended that the life of paid money orders and money-order statements be limited to five years instead of seven, provided properly certified records be kept permanently in the office of the Auditor for the Post-Office Department. The report was submitted to Congress by the Secretary of the Treasury, but no action was taken.

To investigate and report on the question of continuing and extending the privilege of admitting "outlook" (or transparent) envelopes to domestic mails of the United States. (Order No. 799, March 26, 1906.) This commission was appointed on the protest of certain publishers and the manufacturers of these envelopes against the ruling of the postal administrations of Great Britain and Canada barring mail matter inclosed in such envelopes, which ruling was embodied in the Postmaster-General's order, No. 774, March 15, 1906. The com-

mittee's findings are embodied in Order No. 929, May 16, which revokes Order No. 774, of March 15, and restores the privilege, provided matter so inclosed clearly shows the address.

To devise a suitable post-office account and record book to take the place of the "Miller Official Postmasters' Account and Record Book." (Order No. 975, June 6, 1906.) The commission in its report recommended that the Miller Account and Record Book be reduced one-third in size, and that hereafter it be printed in the Government Printing Office instead of by a private concern under contract.

To consider and make recommendations for the preparation of a supplement to the Postal Laws and Regulations, which shall contain all amendments and changes since the edition of 1902. (Order No. 990, June 9, 1906.) To this commission has been assigned also, for consideration and report thereon, a set of proposed regulations to govern the operation of the rural delivery service. Formal report has not been made, as the commission has not yet completed its labors.

To take charge of second-class mail count provided for in the postal service appropriation act. (Order No. 1027, June 23, 1906.) The report of this commission will be submitted to Congress on February 1, 1907.

To investigate the personnel and work of the mail-bag repair shop. (Order No. 1318, October 20, 1906.) The report of the commission has not yet been made.

To investigate the personnel and work of the mail-lock repair shop. (Order No. 1383, November 23, 1906.) The report of the commission has not yet been made.

RECOMMENDATIONS EMBODIED IN COMMUNICATIONS TO THE SENATE AND HOUSE COMMITTEES.

Among the recommendations made during the year by the Postmaster-General in communications addressed to the chairmen of the Senate and House Committees on Post-Offices and Post-Roads are the following:

February 1, 1906, recommending that appropriation for the fiscal year 1904 of \$25,000 for the employment of special counsel to prosecute and defend suits affecting the second-class mailing privilege be reincorporated and made available for the fiscal year 1907. This item was included in the post-office appropriation bill.

February 12, 1906, recommending consideration of bill prescribing offenses against the postal service and providing for the further protection of the postal revenues. No action taken.

February 19, 1906, letter to the chairman of the Committee on the Post-Office and Post-Roads of the House, inviting attention to the recommendation in the annual report of last year for a simpler classification of mail matter, and recommending the appointment of a commission to investigate the subject. No action taken.

April 9, 1906, letter to the chairman of the Senate Committee on Post-Offices and Post-Roads, recommending that there be inserted in the postal service appropriation act the following item:

For traveling and other necessary expenses of three experienced postal officials to be designated by the Postmaster-General, whose duty it shall be to investigate postal systems and conditions in Great Britain and on the continent of Europe, etc., \$10,000.

No action taken.

May 5, 1906, recommending to the chairman of the Senate Committee on Post-Offices and Post-Roads the review by Congress of the whole subject of second-class rates of postage and the enactment of legislation amending the existing statutory provisions relating to that class of mail matter. This is the subject being taken up by the Postal Commission.

May 17, 1906, recommending to the chairman of the Committee on Post-Offices and Post-Roads, United States Senate, the incorporation in the post-office appropriation bill of H. R. 18533, providing for an improved method of disposing of undeliverable mail matter. No action taken.

May 28, 1906, recommending the incorporation in the post-office appropriation bill of an item of \$5,000 for payment of indemnity for the loss of registered articles in international mails. No action taken.

June 18, 1906, recommending that immediate steps be taken to amend the law governing the readjustment of the salaries of postmasters at Presidential post-offices and regulating the advancement of fourth-class post-offices to the Presidential class. No action taken.

CIVIL-SERVICE LAWS AND REGULATIONS.

The employment of clerks and many others in the departmental service, and in the general postal service as well, is governed by the

civil-service law and rules; and in the observance of the law and rules the Department has endeavored to cooperate fully with the Civil Service Commission.

RECORD OF COUNT OF SECOND-CLASS MATTER.

The act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1907, provides that the Postmaster-General shall require a record from July 1 to December 31, 1906, of all second-class matter received for free distribution, and also at the 1 cent per pound rate, so as to show the weight in pounds, respectively, by classes, of daily newspapers, weekly and other than daily newspapers, magazines, scientific periodicals, educational periodicals, religious periodicals, trade-journal periodicals, agricultural periodicals, miscellaneous periodicals, and sample copies of said newspapers, magazines, and periodicals, and make report to Congress of such information by February 1, 1907, together with an estimate of the average length of haul of said respective classes.

In compliance with this requirement, appropriate instructions were given to postmasters at whose offices second-class mail matter is entered for mailing to keep this record in accordance with the law and to report the results to the Department. Reports are received monthly from offices at which approximately 95 per cent of second-class matter is mailed, showing the amounts of subscribers' copies and sample copies for each of the classes named dispatched to the several States and Territories and possessions of the United States. Reports are received from the other offices quarterly, showing the publication, the class to which it belongs, the number of pounds sent to subscribers, the number of pounds of sample copies, and the number of pounds sent free in county. The data contained in the monthly reports are tabulated in the Department in a manner showing the weights of subscribers' copies and sample copies of each class of periodicals dispatched from each post-office to the several States and Territories, and when the tabulations are completed appropriate computations will be made showing the average lengths of hauls. The data contained in the other reports will be tabulated in a manner showing the number of pounds subject to postage sent to subscribers and as sample copies and the number of pounds free in county.

The postmasters concerned have responded in an intelligent manner to the instructions from the Department. The record has been properly kept, the entries made as instructed, and the tabulations and computations have proceeded in a satisfactory manner under the immediate charge of the Second Assistant Postmaster-General. It is believed that the results attained will be very instructive and useful to Congress and to the Department.

RECORD OF PENALTY MAIL.

In compliance with a requirement in the same act there is also being kept in this Department a record of all mail sent under the penalty privilege from July 1 to December 31, 1906. This record for the four months ended October 31, 1906, shows that if the Post-Office Department had paid postage on all matter mailed during that period it would have amounted to \$942,271.28. Of this amount \$207,233.12 would have been chargeable as postage on first-class matter, \$19.02 as postage on second-class matter, \$68,802.47 as postage on third-class matter, and \$666,216.67 as postage on fourth-class matter. The report will be submitted to Congress on February 1, 1907.

It would seem that when the reports of the various Departments on this subject are consolidated the total amount will equal, if not exceed, the deficiency in the postal revenue for the fiscal year ended June 30, 1906, which was \$10,542,941.76.

REDUCTION IN SIZE OF ANNUAL REPORTS.

It is expected that the Post-Office Department annual reports for the past fiscal year will be materially reduced in size by the omission therefrom of numerous tabulated statements which have heretofore been included. After a thorough canvass of the matter it was concluded that many of the tabulated statements could be omitted, and orders to that effect were issued. This action will also result in a reduction in the cost of printing the reports, as the charges of the Government Printing Office for composition of tabulated matter are much larger than for text. There has been already a reduction of 340 pages of tables in the annual reports of the Post-Office Department for the year.

PRINTING.

An improvement in administration has resulted in having a single channel—the printing section—through which must pass all

requisitions for printing and binding and all inquiries and correspondence concerning them.

Numerous reductions have been brought about, an example being a saving of \$2,189.15 on the charge for numbering a single large order. Small economies are made daily in the supervision of requisitions as they pass through the printing section.

The total cost of printing and binding for the Department and postal service, exclusive of the division of money orders, for the fiscal year 1906, was \$306,660.81. The amount of the allotment for this purpose being \$350,000, the unexpended balance was \$43,339.19. For the fiscal year 1905 the amount expended was \$349,593.56.

BUILDING FOR DIVISION OF SUPPLIES AND THE MAIL-BAG AND MAIL-LOCK REPAIR SHOPS.

In the estimates of appropriations for the Department an item is included for increased rent of buildings. The increase is designed to provide a building in which shall be located the division of supplies and the mail-bag and mail-lock repair shops.

The necessity for new quarters for these divisions is brought about by the inadequacy of the building at present occupied by the division of supplies and the unsafe condition of the building now occupied by the mail-bag repair shop. The extremely dangerous and discreditable condition of the latter establishment has been heretofore set forth, and favorable action upon the recommendations that have been made can not be too strongly urged.

PURCHASE OF SITE FOR AN ANNEX TO THE DEPARTMENT BUILDING.

This Department is advised by the Secretary of the Treasury that the Government is in possession of and has paid for the entire square No. 324, situated immediately south of the present Post-Office Department building, with the exception of one small lot, regarding which condemnation proceedings have already been instituted.

WOMEN IN THE POSTAL SERVICE.

The appointment of women in the Post-Office Department was inaugurated in 1862, when eight were appointed to clerkships in the Dead-Letter Office.

Of the 1,195 positions in the Department June 30, 1906, 309 were filled by women, or 25.85 per cent of the total number. The salaries

received ranged from \$240 to \$1,800, and the work from that of charwoman to the highest grade of clerical duty.

What appears to be some discrimination in the salaries paid to women is in reality the result of the grade of work thus far assigned.

The following comparisons may be of interest:

Average clerical salary:		Average subordinate salary:	
Men -----	\$1, 256. 28	Men -----	\$683. 23
Women -----	1, 144. 40	Women -----	402. 71
Without regard to sex	1, 224. 46	Without regard to sex	615. 72

Regarding women in the postal service, the records are not accurate, as in many cases the sex is not indicated in the papers of the appointee. June 30, 1906, there were in first and second class post-offices 194 assistant postmasters who were women. In the grades below that position there were 27,600 women employed, generally as stamp, delivery, or money-order clerks, receiving salaries ranging from \$400 to \$1,700.

There were no women carriers in the city delivery service. In the rural delivery service 253 were employed as regular carriers. As a substitute is nominated by the carrier, it frequently happens that a woman member of the carrier's family is named, but no facts are as yet obtainable on the subject. It is presumed, too, that women act in the capacity of mail messengers and contractors, though it is at present impossible to obtain such information from the records of the Department.

ORGANIZATIONS OF EMPLOYEES.

The subject of organizations of employees within the service was quite fully discussed in my last report. The position taken at that time has been fully vindicated. Prominent officials of the Department have appeared at the various conventions of these organizations, and the mutual interchange of views has been most beneficial. The needs of the employees receive full consideration by the Department, and where the facts warrant recommendations are made looking to the betterment of existing conditions.

NEEDS OF NEW YORK CITY—NEW POST-OFFICE BUILDING—POSTAL COMMISSION.

New York City is not only the metropolis of the country, but in the volume of mail matter which it originates, especially second-

class matter, occupies a position not comparable with that of any other city in the Union. The congestion of traffic in some of its streets has made it necessary in recent years to give special and earnest attention to the possibility of handling this enormous volume of mail by other than wagon and surface-car lines of transportation. Pneumatic-tube service, covering routes from the general post-office to the Grand Central Station, to Brooklyn, and to the Produce Exchange has relieved the situation to some extent. Ten-year contracts for this character of service have recently been concluded, as authorized by Congress at the last session, for its extension, covering about 25 miles, including all the principal postal stations in Greater New York.

The capacity of these tubes is such as to justify the expectation that all first-class mail and a considerable quantity of newspapers and mail of other classes will be handled in that manner very expeditiously, reducing largely the necessity for frequent wagon trips by other service. In addition to this the Department has been conferring with officials of the great railway systems and of the subway lines of transportation with a view to the expeditious transportation of very considerable quantities of heavy mail matter. For the more expeditious exchange of mails between depots the transfer clerks at the several depots have been increased in number so as to permit of their handling pouches which were formerly handled in the New York post-office and dispatching the contents direct from depot to depot, thus obviating the necessity for the handling of this matter in the post-office, involving possible delay. An investigation is also in progress to determine the merits of the suggestion to use motor vehicles for some of this service.

NEW YORK POST-OFFICE BUILDING.

By far the greatest progress, however, in meeting the postal requirements of New York City is foreshadowed by the acquisition of a site for a new post-office building to be located at the proposed terminal station of the Pennsylvania Railroad Company in that city.

In my report for the fiscal year ended June 30, 1905, I made special reference to this subject, and during the last fiscal year the matter has received very careful consideration. Marked progress has thus been made toward securing a post-office building which will afford the greatest measure of relief for the service, which, owing to

the limited and, in some respects, antiquated facilities now provided, is overtaxed to such an extent as to render this problem one of the most important now before the Department.

Under the act of Congress approved April 28, 1904, the Pennsylvania, New York and Long Island Railroad Company offered to the Government practically two city blocks immediately in the rear of the railroad station now being erected, fronting on the west side of Eighth avenue and extending from Thirty-first to Thirty-third streets. Westerly it extends to a point 415 feet from Eighth avenue, at which point a private street will be built between Thirty-first and Thirty-third streets. The purchase of this site was recommended by the Commission designated by an earlier act of Congress (act of June 6, 1902), which also provides that the appropriation shall not become available until the Postmaster-General "shall certify to the Secretary of the Treasury that the terms, conditions, and limitations of such purchase and conveyance" meet with his approval.

The deed originally prepared by the railroad company contained a number of restrictions as to the character of the post-office building, which this Department believed would not permit of the erection of a structure suitable for post-office use. Negotiations were in progress for more than a year between the Department and the railroad company looking to material modifications of the deed, and a somewhat extended correspondence was carried on with a view to securing the desired changes. These changes were finally made, and on June 28, 1906, I was able to certify to the Secretary of the Treasury an approval of the proposed purchase and conveyance in the terms of the statute. The deed, which has also received the approval of the Attorney-General as to its form and sufficiency, will probably be executed shortly. The purchase price is \$1,660,085. The conveyance as approved contains, among other important provisions resulting from these negotiations, the following:

That neither steam engines nor any other motive power involving combustion shall be used on the trackage under the post-office building;

That the reservation by the railroad of an interior rectangular area for light and air be eliminated, thus doing away with the inner court of the original plans and leaving the entire floor space open and uninterrupted;

That the spaces reserved by the railroad shall be for light only;

That the Government shall have the right to construct public entrance approaches of a width of 100 feet on the north, east, and south sides of the

building; shall have the right to carry mail tubes across the reserved spaces whenever it may desire to do so, and to allow proper access to be had to the post-office building across the reservations in the event it may desire to connect with any of the city subway lines, and shall have the further right at any time of operating and installing such other systems or methods as it may desire for the transmission of mail between the post-office and postal stations.

The terms of the purchase and conveyance will now make possible the construction of a building which should be a model of its kind and which can not fail on its completion and occupancy by the post-office to be of the greatest and most far-reaching benefit to the service in New York City. The Government will thus secure an eminently suitable site for a modern and commodious post-office, and there is every reason to believe that the building, which will be located directly over the railroad tracks, thereby reducing the handling and transportation of the mails to a minimum with a consequent saving of time, will be a credit to the service and the medium by which the intense postal congestion now existing will be immeasurably relieved. With the acquisition of this site, the installation of a new and commodious post-office at the Grand Central Station, and the other improvements heretofore noted, for the first time sufficient progress has been made to justify the statement that the principal postal problems, so far as they affect the largest city of the country, have been fairly and satisfactorily solved.

COMMISSION TO INVESTIGATE NEW YORK'S POSTAL NEEDS.

Toward the close of its last session the Congress enacted the following law:

For the purpose of investigating the postal situation in New York, New York, and of reporting to Congress the result of such investigation, together with suitable recommendations, a Commission is hereby created to consist of three persons, namely, the Postmaster-General, the chairman of the Committee on Public Buildings and Grounds of the United States Senate, and the chairman of the Committee on Public Buildings and Grounds of the United States House of Representatives.

It was at about the time the above provision was enacted that I took final action in regard to the approval of the deed for the site for the new post-office building in connection with the proposed Pennsylvania Railroad terminal.

There is reason for the belief, which the personnel of the Commission seems to confirm, that what was principally contemplated by

the creation of the Commission was cooperation with the Department in relation to the acquisition of this new terminal site. As that matter has been satisfactorily disposed of, it is a question whether the Commission could do more at this time than duplicate the work of the Department, which is constantly investigating the postal situation at New York and reporting from time to time to the Congress with appropriate recommendations. An early meeting of the Commission will be held, and if this view is then approved, a communication will be addressed to the Congress in which request will be made for further instructions.

POST-OFFICE BUILDINGS.

Provision should be made for closer cooperation between the Treasury Department and the Post-Office Department in obtaining quarters for city post-offices. Federal buildings as now erected in the large cities may be adapted to the needs of other Government offices, but they do not provide the best kind of quarters for postal purposes. The location of a post-office is also of especial importance to this Department. Wherever practicable the central branch of a city post-office should be housed separately from other branches of the Government service in a suitably planned building located at the point where the bulk of the city's mail is received from and delivered to the railways. It is gratifying to note that public comment on this suggested policy has been for the most part favorable. I concur in the recommendation of the First Assistant Postmaster-General that action may be taken to provide for such cooperation between the two Departments.

EARTHQUAKE DISASTER AT SAN FRANCISCO.

The earthquake at San Francisco, which occurred April 18, 1906, destroyed substantially the business section of the city and paralyzed business operations. The first telegram received by the Department was dated April 19, from the superintendent of railway mail service, and stated that the city post-office, ferry building, and the mint escaped the ravages of fire; that the records were all saved, and that transit mail was being handled at the ferry office. Temporary messenger service was authorized by wire for transporting mails to and from all stations not destroyed. Train service was very slightly interrupted. The Southern Pacific lines to Los

Angeles resumed operations on the 20th, and the Atchison, Topeka and Santa Fe Railway on the 21st. Postal clerks were on all trains that ran. All railway postal clerks were placed on extra duty and a force of men commenced work in the transfer clerk's office at the wharf, San Francisco, and dispatched all mails offered with very little delay during the interruption to business at the San Francisco office. Incoming mail was stored at the Oakland pier until the post-office resumed business on the 20th.

The postmaster at San Francisco reported that the post-office building was considerably damaged by the earthquake but that the greatest danger was from fire, and that it was only through the heroic efforts of ten employees of the postal and custodian forces that the building was saved from destruction. There was but little interruption to the regular receipt and delivery of mail and the amount of mail matter lost was comparatively small. The telegraphic service, however, was so badly crippled that the companies found it necessary to seek relief through the postal service. In one afternoon over 10,000 telegrams were deposited in the post-office for delivery.

The Postmaster-General brought to the attention of the Secretary of the Treasury the names of certain officials in the custodian service of that Department and also wrote to the postmaster mentioning the names of certain employees of the postal service as worthy of special commendation. Credit was also given the postal employees who reported at the office on the morning of April 20, while the fire was still raging, and, under most distressing conditions, rendered invaluable assistance in reestablishing the postal service in the city.

The weighing of mails in the fourth section, including the State of California, was in progress at the time of the earthquake and had covered forty-nine days of the normal period of not less than ninety days contemplated by law. Subsequently the Congress specifically authorized the use of the tabulation of the weights taken during the forty-nine days preceding the earthquake as a basis for compensation on railroad lines in that section. Thereupon the weighing was ordered discontinued.

USE OF THE MAILS FOR FRAUDULENT PURPOSES.

In the two years closed June 30, 1906, the fraud orders numbered 630, exceeding by 71 the total number issued in the four years immediately preceding. The schemes suppressed represented almost every

conceivable variety of fraud. There were work-at-home propositions, bond-investment enterprises, medicinal cure-alls, absent-treatment schemes, devices for the exploitation of stocks, and enterprises offering "something for nothing" under the guise of the endless-chain method of investment, all of which upon examination proved to be mere traps for the credulous. Included in the total of orders issued during the two-year period in question were 59 orders against lotteries and similar enterprises.

Numerous convictions of operators of schemes to defraud following close upon the issuance of fraud orders against them have likewise had a most wholesome effect.

The scrutiny of second-class publications and of circular advertising matter passing through the mails has been so close and unremitting that guessing and similar prize contests, turf gambling enterprises, and the like, which for years, under an erroneous interpretation of the lottery statutes, had used the mails without hindrance, with much resulting moral and financial harm, have practically gone out of existence.

In many of the so-called turf investment enterprises the operators pocketed the moneys received by them from investors and advised the remitters that the sums had been lost in bets upon unlucky horses. Noteworthy instances of the great losses suffered by the public from the operation of swindles of this class were the Arnold and Ryan cases in St. Louis, the aggregate losses in which probably ran into millions of dollars. In respect of such enterprises the Post-Office Department has taken the position, after careful investigation of their status under the law, that they are lotteries upon their face. Following this view, it has been possible to stop such schemes in their incipiency, and thus prevent the large money losses which were formerly suffered by the public.

Blind pools for speculating upon the stock market, according to the discretion of the operator, constitute another class of schemes which were especially harmful, a notable instance being that of the notorious Storey cotton fraud at Philadelphia. For the promotion of such enterprises promises of enormous profits were held out to investors upon sums intrusted to the operator, to be used in his discretion in stock speculation. In truth the funds were appropriated to the use of the operator, no speculation whatever being made.

The Ubero swindle, operated from Boston, is still fresh in the

public mind, and illustrates the unscrupulous character of some of the promoters of alleged rubber and other tropical plantations in Mexico. One of the operators of the Ubero swindle has recently been convicted at Boston and given a heavy prison sentence.

The superstition of many credulous persons has been appealed to by offers for the sale of rods which, it was represented, would indicate the location of precious metals, mines, and lost treasure. These rods were found worthless for the purposes for which sold, the design of the scheme being solely to defraud purchasers.

Nearly three years ago the campaign against so-called endless-chain investment enterprises was inaugurated, and it has been so effectively waged that this form of fraud and lottery is now practically unknown. By means of these schemes many thousands of persons were defrauded of sums ranging from 25 cents to \$500.

The circulation of indecent literature and advertisements and other immoral matter of various kinds has been greatly reduced in consequence of the more strict application and enforcement of the law forbidding the use of the mails for such purposes.

Numbers of objectionable advertisements have been investigated and found to contemplate the covert disposition of abortifacients. The selling of such illegal preparations by mail is a criminal offense; but in addition most of these schemes were found to be fraudulent for the reason that the medicines sold were wholly incapable of producing the expected results and well known to be so by those offering them for sale.

Action has been taken against many so-called medical offices where criminal operations were performed, patronage of such offices being obtained by means of advertisements in newspapers passing through the mails. Especially notable were the results accomplished in cases of this class in several of the large cities. In these cities it is believed the operations of practically all such advertisers have been suppressed. In the investigation of these cases appalling conditions were disclosed. In numerous instances death resulted from the operations performed in these offices.

During the year ending June 30, 1906, fraud orders to the number of 273 have been issued, which represents a decrease of 84 in the number of such orders as compared with the year ended June 30, 1905. This decrease, however, is more apparent than real, for the

reason that 82 of the 357 orders issued in the fiscal year 1905 were supplemental to previous orders, while but 29 of those issued in the fiscal year 1906 were supplemental orders. There was, moreover, in the year just closed an increase of 41 in the number of citations to appear, and approximately in the number of hearings, so that upon the whole the work performed in this direction was considerably heavier than during the fiscal year 1905.

Of the total of 273 orders, 31 were against foreign lottery companies, and agents of such companies, who were ascertained to be using the mails of the United States in promoting their operations. Of the total of 242 domestic fraud orders issued during the year, 239 were directed against schemes to defraud and 1 against a lottery enterprise. The 2 remaining orders included in the total were issued under the provisions of the act of March 2, 1889, by authority of which mail matter addressed to any fictitious name, which is ascertained to be used in the conduct of an unlawful business of any kind, may be treated as undeliverable.

The actual decrease of 31 in the number of fraud orders issued, in comparison with the year 1905, is plainly due not to any relaxation of official vigilance in the matter of guarding the mails against unlawful uses, but to the vigorous policy pursued, which has had the effect of discouraging in considerable measure the launching of swindling enterprises.

In five cases in which fraud orders were issued effort has been made to restrain the enforcement of the order by injunction proceedings in the Federal courts. In all save one of these cases, which is now pending in the United States Circuit Court for the Northern District of Illinois, the injunction sought has been denied and the action of the Postmaster-General in issuing the order upheld.

The suppression of "guessing contests," under authority of the act of September 19, 1890, and the supplemental act of March 2, 1895, as interpreted by the Attorney-General in an opinion dated November 28, 1904, was followed by attempts on all sides to accomplish the same results by other methods. Prominent among these were offers of prizes for the best name, the best suggestion, or the best essay. Thus, for the best name for a projected publication or mining corporation a large money prize would be offered, with subordinate prizes for names next in order of merit; but to be eligible to enter the "compe-

tition" an annual subscription must be entered for a publication at the price, say, of \$2, or a share of stock of a corporation purchased, say, at \$1 to \$5. The prizes could, of course, be awarded to any of the "competitors," according to the taste or whim of the offerer, so that in all essentials the scheme was a lottery or guessing contest. The real object was plainly not to obtain the most suitable name, but a large sum of money in consideration of the promise to return a part of it in the form of prizes to some of the persons by whom paid. The publication, which every competitor was entitled to receive for one year, may have had some value, if ever actually issued, but the share of stock was usually worthless. The postal lottery statutes contemplate not only lotteries, but also gift enterprises and "similar schemes offering prizes dependent upon lot or chance," and the Post-Office Department holds schemes of the character here outlined to come within that definition, if for the privilege of competing for the prizes a valuable consideration is required.

On the whole it is safe to say that the statutes forbidding the use of the mails in the conduct of lotteries and schemes to defraud and in the transmission of indecent literature have never before been more thoroughly and effectively enforced than now.

CONSERVATIVE POLICY FOLLOWED.

The Post-Office Department is occasionally censured severely because of its not having excluded from postal privileges some particular enterprise or class of enterprises. Many well-intentioned persons misconceive its functions and powers under the law, and expect of it things unreasonable. The Postmaster-General can not, and manifestly should not, substitute opinion for evidence, nor should he act hastily or inconsiderately in matters many of which are of high importance. To avoid injustice and severe pecuniary losses to citizens the utmost care as well as conservative judgment must be exercised; and in no case is the branding of a business as fraudulent, with resulting exclusion of its correspondence and literature from the mails, justified except upon complete and satisfactory evidence of its unlawful nature. The procuring of such evidence is often a task of extreme difficulty, and, indeed, there are frequently enterprises of whose fraudulent operations the Postmaster-General entertains little or no moral doubt, but which are so shrewdly and

ingeniously conducted as for long periods to escape detection and suppression.

This is peculiarly true of numerous mining enterprises, which are from time to time widely exploited through the mails and whose shares are offered and sold to the public upon representations which in the end prove to have been fraudulent, for it is manifestly impossible in many instances for the Post-Office Department to determine with the force at its command whether mines situated, for example, in some of the western States or Territories, or in Alaska, Mexico, or South America, and alleged to contain valuable deposits of gold, silver, or copper, are in fact as represented.

PROMPT ACTION IMPERATIVE.

Promptness of action in the suppression of fraudulent enterprises is made possible in large measure by virtue of the authority lodged in the Postmaster-General to forbid the delivery of mail and the payment of money orders "upon evidence satisfactory to him" of the existence of a lottery enterprise or of a "scheme for obtaining money or property of any kind through the mails by means of false or fraudulent pretenses, representations, or promises." The Postmaster-General may not, of course, act upon mere opinion, but he is not, on the other hand, confined to the consideration of such evidence as would be admissible in a court of law, for that would in effect nullify his authority. According to the practice, therefore, not only evidence which would be technically competent and admissible in court is considered, but evidence of every kind tending more or less directly to establish or disprove the charges is admitted and given its proper weight. Fraud orders, moreover, are based not only upon the reports of post-office inspectors, submitted upon their official oaths and supported in every case by documentary evidence in the form of exhibits, but also upon the showing made by those under investigation at the hearing before the Assistant Attorney-General; in other words, upon the whole case, as disclosed by the inquiry. Expedition would be impossible under the rules customarily followed in judicial tribunals.

In most cases of minor importance the expense incident to the procuring of evidence or testimony such as would be technically admissible would be prohibitive, while in others action would be tardy and uncertain by reason of the tedious and exhaustive search for

technically admissible evidence and the necessity of bringing numbers of witnesses from remote places. Under such circumstances the schemes would generally run their course and the harvest of returns be reaped without official interference. In other words, the same delays and difficulties would attend these cases as are experienced in obtaining the conviction of criminals, of which the following affords a striking illustration: A fraud order against an offender at Seabreeze, Fla., was issued in October, 1901, or over five years ago. Subsequently this person was indicted on the charge of using the mails in the conduct of a scheme to defraud. Upon a technicality the indictment was quashed in March, 1902. In June of that year and in February, 1903, other indictments were found, and upon a technicality these indictments were also quashed in June, 1903. Again this offender was indicted, and in February, 1904, was tried and convicted. An appeal was taken and a new trial ordered. In February, 1906, there were a trial, conviction, and sentence, followed by another appeal, which is still pending. By the prompt issuance of the fraud order thousands of dollars were saved to the public. If it could not have been issued the fraudulent enterprise would undoubtedly be still in operation, while the delay incident to a criminal prosecution for the same offense is indicated by the fact that five years after indictment the case against this offender is still pending.

Over 2,400 fraud orders have been issued by the Post-Office Department under authority of the act of 1890 and the supplemental act of 1895. In less than thirty of these cases has the propriety of the order been challenged in court, and in none of them has it been held erroneous or unwarranted. In one case now pending a preliminary injunction has been granted, but the Department feels confident that it will be abundantly sustained upon the merits of the case. In two other decided cases injunctions were allowed—in one upon a technicality as to whether there was a definite finding of the Postmaster-General that the interdicted business was in violation of the law and in the other upon constitutional grounds—but the constitutionality of the statutes is now thoroughly settled by the decisions of the Supreme Court of the United States. The action taken in practically all of these thirty cases, therefore, has been fully sustained by the courts. This record is of exceeding significance, and shows

clearly that the administration of these statutes by the Post-Office Department has been marked by the utmost care and conservatism. The period of time extends over the administration of many different Postmasters-General of varying political parties, and the same thoroughness and judicial caution have characterized the administration of the statutes by all of these officers. This record is strong assurance that their future enforcement will be marked by full regard for the rights and privileges of all citizens.

Examination of the leading judicial decisions in which the acts of Congress authorizing the issuance of fraud orders are discussed and construed, running from that in *Ex parte Jackson* (96 U. S. 727), decided in 1877, to that in *Public Clearing House v. Coyne* (194 U. S., 497), decided in 1904, convinces me that there is no present need of legislation providing for specific review by the courts of such orders. In the earlier of these cases the courts did not essay to consider the facts constituting the basis of the fraud order, but in the later ones matters of fact as well as of law are discussed and considered. The rule laid down by the Supreme Court of the United States in *Public Clearing House v. Coyne* in respect of such cases is that where there is merely a conflict in the evidence, and therefore some doubt whether or not the fraud order was justified, the decision of the Postmaster-General will not be reviewed; but where from the facts adduced, however they may be considered, fraud within the terms and meaning of the statute is not shown, the action of the Postmaster-General in issuing the fraud order will be set aside. It seems to me that the attitude of the Supreme Court as thus indicated, which of course will be likewise taken by the subordinate Federal courts, guarantees as full protection to private rights and privileges in respect of the use of the mails as could be reasonably demanded. The right being reserved to the judiciary to review and overrule the action of the Postmaster-General whenever shown to be without warrant of law, there can be no danger of any undue assumption of power by that officer. The use of the mails for legitimate purposes is thus amply protected, while the Postmaster-General is left free to apply the authority given to him by statute to suppress lotteries and fraudulent enterprises.

If the Supreme Court of the United States should hold that there is no authority for judicial review of the evidence upon which fraud

orders are issued, I should feel inclined to favor legislation specifically authorizing such review, under proper limitations, by the Federal courts; and if a single case could be shown in which injustice or wrong had been suffered by any honest man or woman in consequence of the exercise of the authority contained in sections 3929 and 4041 of the Revised Statutes as amended there would be good reason for demanding that similar occurrences in the future be strongly guarded against by legislation, but I am thoroughly satisfied that there has been no such instance. In my opinion, any such legislation now would be unnecessary and premature.

The legislative steps, beginning with the act approved July 27, 1868 (15 Stat. L., 196), directed against abuses of the mailing privilege, leading gradually to the existing statutes, as well as the development of the departmental practice under those statutes, were set forth quite fully in my last annual report.

CLAIMS OF POSTMASTERS.

By the acts of Congress approved, respectively, May 9, 1888, and June 11, 1896, the Postmaster-General is authorized to reimburse postmasters in sums not exceeding \$10,000 for losses of Government funds resulting from "fire, burglary, or other unavoidable casualty" at their respective post-offices, and for losses of such funds in transit from postmasters to their designated depositaries. The Assistant Attorney-General is required by the postal regulations to make examination of this class of claims and advise the Postmaster-General in the matter of their allowance.

The number of such claims received during the fiscal year just closed was 1,181, being an increase in the number received of 11 as compared with the fiscal year immediately preceding and a decrease of 16 in comparison with the year ended June 30, 1904. The number of claims allowed was 893, an increase of 14 as compared with the preceding year. The number disallowed was 261, representing a decrease of 5 as compared with the year previous. Six claims were withdrawn and 42 dismissed, being a decrease of 5 in both cases as compared with the previous year. The dismissal of claims results from the recovery of the funds on account of the loss of which reimbursement is asked, and the withdrawal of a claim is the voluntary act of the claimant. The total of the allowance was \$128,208.05

as against \$108,108.11 allowed the previous year and \$150,278.55 allowed during the year ended June 30, 1904. The number of claims settled—that is to say, allowed, disallowed, withdrawn, and dismissed—was 1,205; being an increase in comparison with the previous year of 2 and a decrease from the number settled during the year ended June 30, 1904, of 24. Of those allowed 3 were claims which had been previously disallowed, but which, upon the presentation of new evidence, were reconsidered and allowed. The number of claims pending June 30, 1906, was 512, being a decrease of 21 in comparison with the number pending at the close of the preceding year.

POST-OFFICE BURGLARIES.

The number of burglaries of post-offices reported during the last year was 1,802—a notable increase over the 1,581 reported the year before. While the great majority of these involve little or no loss, as the figures include every breaking into a building occupied even in part by a post-office, the number of burglaries involving large loss is considerable. During the year the Assistant Attorney-General has approved postmasters' claims for reimbursement on account of stamps stolen in the amount of \$72,908.81, and on account of money-order and postal funds stolen, \$28,336.63. The largest single claim passed upon was that of San Diego, Cal., the stamp loss in which was \$10,738.

In recent years the "yeggmen," who set guards to watch the streets, prepared to kill the citizen who interferes while one of them operates upon the safe, have devoted much of their attention to safes in post-offices. Men who in the daytime look and act like ordinary tramps use at night what tools they can pick up to pry open the office doors. To break into the safe they use soap to fill the joints, nitroglycerin to trickle in between the doors, and a fuse to set it off. The explosion over, the money divided, and the stamps turned over to a "fence" in some large neighboring city to be disposed of, they are off with no telltale tools in their possession. Escape is usually easy. When they are caught—and sometimes their capture involves a desperate struggle—it is frequently found advisable to leave their prosecution to the State courts, for there the sentences are usually more severe. A Federal statute prescribing longer imprisonment than is now provided—say, fifteen years—for burglary that involves the use of explosives would seem advisable, and such legislation is recommended.

CONSOLIDATION OF POST-OFFICE INSPECTORS AND RURAL AGENTS.

POST-OFFICE INSPECTORS.

For many years the Department has employed a corps of traveling agents known as "post-office inspectors." Their field has been as wide as the postal service, and their duties as varied as the problems with which the Department has to deal. They have visited post-offices to count the stock and balance the cash, they have collected balances due, and have instructed employees how to improve the service. As the facts warranted they have praised, admonished, reprimanded, recommended for removal, and reported postmasters and subordinates for criminal prosecution. The Department has been governed largely by their reports in making allowances for rent, fuel, and light, for clerks and carriers, and for miscellaneous expenses. Upon their recommendation offices are located, leases are made, penalties are imposed, discipline administered. Upon their reports the Department must depend largely for its rating of postmasters and its decision whether they shall be retained, removed, or reappointed. The inspector must see that the postal laws are properly regarded, and must apprehend those who violate them whether in or out of the service, must get the evidence against them, and under direction of the United States attorney must assist in the prosecution. One of his important duties is to furnish such proof as will warrant the Postmaster-General in prohibiting the use of the mails to further fraudulent schemes.

In short, the inspectors have been in a general way the direct representatives of the Postmaster-General in personal supervision of the service. Their duties and responsibilities are such that great care is necessary in their selection. For nearly twenty years they have been under civil-service rules, and practically all of them have been appointed by transfer after making good records elsewhere in the service. They have been assigned to fifteen geographical divisions under inspectors in charge who have had field training, and who may well be classed as postal experts. They are under close supervision and work under rules, the outgrowth of years of experience, which require a strict accounting for every hour of time and compel constant, systematic, active work. They must keep busy, and even then their work is not completed, for their number has not grown as fast as the service they are required to supervise.

RURAL AGENTS.

Preliminary to the establishment of any rural route the Department must have definite detailed information that can be gained only by having an agent go over the ground. Installation of the rural service thus demanded and brought into existence its own force of investigators—in recent years known as rural agents. This force grew until during the year ended June 30, 1905, it included 161 rural agents and 46 clerks at division headquarters, under 6 superintendents and 1 supervisor. This force was engaged entirely in making investigations preliminary to the establishment of rural routes and inspecting those already established. It was attached to the division of rural delivery, under the Bureau of the Fourth Assistant Postmaster-General.

In the reorganization of the Department, December 1, 1905, the division superintendents, the rural agents, and the clerks at division headquarters were transferred to the Postmaster-General, division of post-office inspectors. This placed under one division the two great traveling forces of the Department. The transfer involved no confusion or delay. The superintendents and the division headquarters were continued, and but little change was attempted save the gradual application of the methods of stricter supervision and elimination of unnecessary details which obtain in the inspectors' force. As in certain divisions rural agents had worked satisfactorily for several years directly under post-office inspectors in charge, it was evident that rural superintendents were unnecessary; that the rural division headquarters should be abolished, and that all the rural agents should report directly, as did the post-office inspectors, to the inspectors in charge of the divisions to which they might be assigned. The elimination of much unnecessary correspondence and the consolidation of the clerical forces promised a reduction in clerk hire. It was reasonable, too, to expect that the rural agents might be made individually more effective under the rigid discipline so long applied to the inspectors.

With these ideas in mind, at the request of the Postmaster-General, Congress completed the merger, and instead of appropriating for 6 superintendents and 161 rural agents it provided for only 150 of these superintendents and rural agents as additional inspectors. This involved a saving of the salaries of 6 superintendents and of 11 rural

agents, of the running expenses of 6 division headquarters—one of them in an outside building involving a rental of \$1,128—and a reduction of clerk hire by \$14,000.

RURAL AGENTS AS INSPECTORS.

It is understood that the former rural agents will continue to do all the rural work. The new year is already far enough advanced to show that this work will be kept up with the force and expense reduced. The main advantage to the Department, however, will consist in getting additional service as an inspector from the former rural agent. Clearly, the ideal of efficiency and economy will be reached when every traveling agent of the Department is fitted and instructed to handle all of the Department's business at every place he visits, instead of investigating a special matter and leaving all else untouched, to require another visit of another agent at another time. For years past rural agents and inspectors have visited the same offices—covered the same territory. Instead of helping, they have at times, unintentionally, of course, interfered with each other. The rural agent has looked after rural service and has known and cared for nothing else. The inspector has followed or preceded in the same offices, looking after everything else. There has been duplication of travel and expense. It is purposed now to train the former rural agents for the work of inspectors. As they become proficient they will make inspections and all other investigations in the territory through which their rural work may call them.

Nor will these other investigations delay or interfere with the rural work. Rural agents have been compelled heretofore to go over the books at the post-offices with the rural service in view. A very little extra time will permit the formal inspection or "counting up" of the office and the instruction of the postmaster as to rules and regulations. Although rural agents are required to ride over the routes with the carriers, their afternoons and evenings are usually free, awaiting the next day's drives. Often rains and bad roads prevent driving for entire days. These afternoons and evenings and rainy days should give ample time to clear up cases in the vicinity which otherwise would take the time and extra travel of an inspector, who may now take up other work.

It is too early, of course, to give full results, for the merger was effective only after the end of the year that this report covers. Many of these agents were appointed without educational test and without service experience. Some of them have not done first-class work as rural agents. Some of them may not make good inspectors. Of the majority of them, however, there is little doubt that they will make good inspectors, as they have made good rural agents. As the inefficient ones drop out their places will be filled by competent men, and there is no doubt that the record of the year 1907 will show a vast increase in the work done by inspectors, a greater number of offices visited and postmasters instructed, a closer supervision, and consequently a noticeable improvement in the postal service.

PURCHASING AGENT—POSTAGE-STAMP CONTRACT.

During the fiscal year ended June 30, 1906, there was expended for the purchase of supplies for the Post-Office Department and the postal service \$2,827,131.55. In addition to the work done in this office in connection with the purchase and inspection of said supplies, advertisements, specifications, and proposals were prepared for a large number of contracts. The following is a list of the formal contracts drawn in the office and executed under its direction during the year:

General supplies:

One year	113
Four years	4
Envelopes, departmental, one year	7
Envelopes, service, one year	1
Facing slips, one year	2
Time cards, four years	2
Postal cards, four years	1
Boller furnaces (special)	1
6,000 letter carriers' canvas satchels (special)	1
15,000 letter carriers' canvas satchels (special)	1
<hr/> Total	<hr/> 133

Owing to an increase in the market price of jute, rubber, iron, steel, cotton, lumber, and other materials, the contract prices for several of the different classes of supplies to be furnished during the fiscal year

ending June 30, 1907, are higher than the prices paid for the same articles during the preceding fiscal year. The prices at which the contracts were awarded for furnishing postal cards, service envelopes, time cards, and facing slips are lower than the prices at which said supplies were furnished under former contracts, and will result in an estimated saving to the Government during the contract terms of about \$26,000 on postal cards, \$20,000 on envelopes, \$1,300 on time cards, and \$5,300 on facing slips.

Although the office of the purchasing agent has been in operation only a little over two years, the records of its transactions show that the present method of purchasing supplies has resulted in a large saving to the Government on nearly every important contract awarded by the Department since the office was established.

CONTRACT FOR FURNISHING POSTAGE STAMPS AND BOOKS OF STAMPS.

While the matter does not fall within the limits of the fiscal year, I take the liberty of referring at some length to the contract for furnishing to the Department postage stamps and books of stamps for the coming four years. I do this because I wish to make, in connection with the subject, a specific recommendation in the interest of good administration.

The term of this contract extended from November 1, 1902, to October 31, 1906. No work was done with reference to a new contract during the period covered by this report, except that the revision of the specifications was begun some time prior to June 30, 1906. An advertisement was issued August 27, 1906, calling for sealed proposals for furnishing postage stamps and books of stamps for the term of four years beginning November 1, 1906, but on the representation of a prospective bidder that the time was too short to prepare for an undertaking of such magnitude the contract was, by order of the Postmaster-General, extended for three months, so as to expire on January 31, 1907. A new advertisement calling for bids to be opened on October 25, 1906, was issued on September 28, 1906. On that date bids were submitted by the Bureau of Engraving and Printing of the Treasury Department and the American Bank Note Company, and after a full consideration of all the matters and circumstances bearing thereon the contract was, on November 24, 1906, awarded to the Bureau of Engraving and Printing.

In making the award the following memorandum was filed in the case:

OFFICE OF THE POSTMASTER-GENERAL,

Washington, D. C.

MEMORANDUM.

On September 28, 1906, an advertisement was issued by the Post-Office Department calling for proposals for furnishing postage stamps and books of stamps for its service during the period of four years to begin February 1, 1907. In response to this advertisement two proposals were received, one from the American Bank Note Company, of New York, and the other from the Bureau of Engraving and Printing, of the Treasury Department.

There was constituted by the Postmaster-General to open, examine, and consider these proposals a committee consisting of three members, by two of whom it was recommended that the proposal of the American Bank Note Company for supplying postage stamps and books of stamps of the same designs and denominations as those now being manufactured and supplied to the Post-Office Department by the Bureau of Engraving and Printing be accepted, while the third member recommended that the contract be awarded to the Bureau of Engraving and Printing. In the report of this committee it was said:

"The proposal of the American Bank Note Company for the estimated quantity for the contract term of four years is \$110,498.98 less than that of the Bureau of Engraving and Printing, or \$27,624.74 per annum. The expense to the Post-Office Department at the present time for supervision of the printing of stamps at the Bureau of Engraving and Printing is \$1,400, that being the salary of the clerk detailed to supervise the filling of the requisitions. In 1894, the last year that stamps were furnished by a private contractor away from the seat of government, the appropriation for the stamp agent, his clerical force, and expenses was \$12,000. We are inclined to think the appropriation of a like sum would now be necessary to supervise the work if the contract went to the American Bank Note Company. Deducting from \$12,000 the \$1,400 expense for the clerk at the Bureau of Engraving and Printing leaves \$10,600 as the added expense to the Government, which would reduce the amount saved by accepting the lowest bid to \$17,024.74 per annum."

All of the postage stamps used by the Department during the past twelve years have been printed at the Bureau of Engraving and Printing under the same supervision that is given to the printing of currency and securities of the United States. I am informed that the work has been satisfactory in every respect and that all requisitions have been promptly and accurately filled.

The plant which has been installed at the Bureau of Engraving and Printing for the manufacture of postage stamps and books of stamps is understood to be equipped with the best and latest improved machinery and appliances, and its capacity is sufficient to meet all demands that may be reasonably anticipated.

This being the case, the only benefit that could be derived by the Government in abandoning the manufacture of its postage stamps and awarding

the contract for furnishing them to the American Bank Note Company would be an annual saving, according to the estimate of the committee, of about \$17,000. This amount would probably be offset by the loss on the machinery of the postage-stamp plant, even if it should be sold to the American Bank Note Company at its present market value. This machinery, moreover, is adequate to all the present requirements of postage-stamp manufacture, quite as much so, indeed, as new machinery would be; and its appraised market value would not nearly represent its actual value to the Government.

It must also be considered that there is no existing provision of law for the supervision of the manufacture of postage stamps away from the seat of government. In the event that the contract should be awarded to the American Bank Note Company, the force necessary for proper supervision of the manufacture of stamps at New York would therefore have to be detailed from some of the special branches of the service until legislative provision could be made for the changed conditions, and this would inevitably result in delaying public business and embarrassing the Post-Office Department.

The same checks and safeguards against losses are employed at the Bureau of Engraving and Printing in the manufacture of postage stamps as in that of currency, revenue stamps, and securities of the United States, and for the same reasons. Indeed, there is reason for even greater protection in respect of postage stamps for they are wholly finished at the Bureau and ready for issuance immediately from there.

The Government has erected a building at great expense, and equipped it with costly machinery, in order that its currency, revenue stamps, and securities may be prepared by and under the supervision of its own employees and officials; and it would seem that postage stamps, which are in the nature of currency, should be manufactured in the same manner and under the same supervision. While Congress has not directed that postage stamps should be manufactured at the Bureau of Engraving and Printing, it has authorized the Postmaster-General to have them manufactured there when, in his judgment, to do so would be for the best interests of the Post-Office Department. The matter was probably left within his discretion for the reason that in 1902, when the act giving such authority was passed, doubts were expressed as to the ability of the Bureau of Engraving and Printing to furnish stamps in the quantity that would be required by the Post-Office Department.

It appears to be the policy of the Government, as shown by various acts of Congress, to manufacture its currency, revenue stamps, securities, etc., by its own agencies and under the supervision of its own officials, and it would be contrary to that policy to give over to a private company the contract for the manufacture of postage stamps, which are securities of the United States, solely for the purpose of effecting a saving to the Post-Office Department of an amount relatively small and largely problematical.

The American Bank Note Company in its letter of November 13 offers to the Government the option of five successive renewals of four years each, upon the same terms and conditions as now proposed, of the contract for the manufac-

ture of postage stamps and stamps in books. Admitting the fairness of this offer and the good faith of the company in making it, there may be serious doubt whether it would be legally binding upon the company if accepted by the Postmaster-General, and whether, indeed, its acceptance would be warranted by public policy.

For the foregoing reasons, and without questioning either the ability or responsibility of the American Bank Note Company, it does not seem to me that the award of the contract for printing postage stamps and stamps in books to that company would be justified.

The proposal of the American Bank Note Company for furnishing to the Post-Office Department, during the four-year period beginning February 1, 1907, postage stamps and books of stamps of the same designs and denominations as those now in use, which proposal was submitted under the advertisement dated February 28, 1906, is hereby rejected, and contract for supplying such stamps and books of stamps during said period will be awarded to the Bureau of Engraving and Printing.

It is my purpose to recommend to Congress at its next session the enactment of legislation requiring all postage stamps and stamped paper used by the Post-Office Department to be manufactured by the Bureau of Engraving and Printing, at a compensation equal to the actual cost of the work.

GEO. B. CORTELYOU, *Postmaster-General*.

NOVEMBER 22, 1906.

I therefore recommend that legislation be enacted requiring all postage stamps and stamped paper used by the Post-Office Department to be manufactured by the Bureau of Engraving and Printing, at a compensation equal to the actual cost of the work.

COMPENSATION OF EMPLOYEES.

A year ago I invited attention to the compensation of various classes of postal employees and stated that I was convinced that in many cases the salaries of certain employees were inadequate; that while in recent years the cost of living had increased, particularly in the larger cities, there had been no corresponding advance in the remuneration of postal employees, as there had been in the cases of persons employed outside the service. I then expressed the hope that the matter would receive the earnest attention of the Congress and that a scale of salaries and a system for their adjustment might be devised that would place the question of compensation on a more satisfactory basis. The experience of the past year convinces me that the time has arrived for the consideration of this important feature of the service.

The general advance in salaries in all industrial and commercial pursuits, as well as the recent flat advances of 10 per cent in the salaries of their employees by many of the leading railroad systems, has naturally followed upon the great prosperity of the country. That the pay of many Government employees is less than that of equally important employees of railroads is admitted; and while it may be said that the ranks of Government employees can always be recruited, it would seem that this Department must inevitably lose many of the best trained and most desirable among its personnel if nothing is done for their relief.

Competent employees are constantly leaving the service to obtain better wages elsewhere. The salaries paid in the lower grades offer little inducement to those seeking employment. Numerous vacancies caused by the resignation of experienced clerks have to be filled, at best, by inexperienced men, thus lowering the efficiency of the service. Much of the work in our post-offices can not be performed satisfactorily by such men, as years of training are required before proficiency is attained.

The employees of this service have a right to expect that their chosen vocation shall yield a sufficient income to meet current expenses and provide a little in addition for the needs of the family in times of sickness and misfortune. The increased cost of living, together with the multiplying responsibilities which result from the phenomenal growth of the postal service, fairly entitle many of its clerks and other employees to an increase of salary.

The following tables give some pertinent statistics from our records:

Resignations of railway postal clerks.

Fiscal year.	Number in service.	Number of resignations.	Per cent of resignations to total number in service.
1902.....	9,602	238	2.47
1903.....	10,391	363	3.48
1904.....	11,411	423	3.76
1905.....	12,256	389	3.16
1906.....	13,463	479	3.55

Resignations of rural carriers.

Year.	Carriers.	Resignations.	Per cent.
1902.....	8,466	1,544	18
1903.....	15,119	2,879	19
1904.....	24,565	4,316	17
1905.....	32,055	2,582	8
1906.....	35,666	4,441	12

NOTE.—The salary paid rural carriers during the fiscal year ended June 30, 1902, up to March 1, 1902, was \$500 per annum. Beginning March 1, 1902, the maximum salary was fixed by law at \$600 per annum. Since July 1, 1904, the maximum salary has been fixed by law at \$720 per annum.

Complete statistics are not yet available as to post-office clerks and city carriers, but I am informed that the conditions among them are similar to those among the railway postal clerks and the rural carriers.

From July 1, 1906, to November 30, 1906, 2,642 rural carriers have resigned, an average of 528 per month. During the first three months the average was 433 per month. If the former average is maintained throughout the year the total number of carriers resigning will be 6,336, or if the average for the first three months of the fiscal year is maintained the total number resigning will be 5,196.

The number of rural carriers resigning during the first five months of this fiscal year, as given above, is the largest number of carriers resigning within a similar period in the history of the rural delivery service.

COMPENSATION OF POST-OFFICE CLERKS, RAILWAY POSTAL CLERKS, CITY CARRIERS,
AND RURAL CARRIERS.

Especially do the foregoing comments apply to post-office clerks, railway postal clerks, city carriers, and rural carriers, many of whom are, in my judgment, very inadequately compensated. This view is concurred in by the Assistant Postmasters-General having immediate supervision of the work of these employees and by many other officials of the Department who have had occasion to investigate conditions surrounding their employment. A comprehensive plan for the readjustment of salaries of post-office clerks and city letter carriers will be presented in the report of the First Assistant Postmaster-General.

The organization of the railway mail service approved by the

Department for many years contemplates providing salaries in proportion to the increased work and responsibilities assigned to the clerks. For a number of years there has been much dissatisfaction among the clerks because the appropriations made did not admit of promoting them in accordance with this organization. It is therefore urgently recommended that the number of clerks estimated for in the respective grades for the coming year be allowed by Congress, and also that consideration be given to the recommendation for increases in the salaries of certain officials and employees.

As already shown, during the past year 4,441 rural carriers resigned, an average of 370 per month, and since June 30, 1906, this rate has materially increased. While many causes have contributed to the inadequacy of compensation of rural carriers, that which most generally affects this class of employees is the increased cost of providing and maintaining conveyances necessary in the discharge of their duties. A conservative estimate of the cost of a suitable conveyance is \$300 per annum, leaving a carrier who receives the maximum salary and whose duties require an entire working day an average of but \$1.25 to \$1.35 per day for his labor, an amount manifestly inadequate for the service required.

Rural carriers have always been required to furnish and maintain suitable conveyances. In the institution of the rural service ten years ago, their salaries were fixed at \$150 per annum each, but within a year it became necessary to increase the compensation for the longer routes, first to \$300 and subsequently to \$400 per annum. The last rate continued until July 1, 1900, when there was a further increase to \$500 per annum. Two years later the Congress provided that the salaries of rural carriers should not exceed \$600 each per annum and stipulated that they should not be prohibited from doing an express-package business, provided it would not interfere with their official duties. This stipulation was in line with the policy of the Department theretofore, which contemplated that carriers would secure employment outside of their official duties, thus increasing their incomes and making their positions more desirable.

It was found that this privilege, which resulted in employment of carriers as canvassing and distributing agents for various commodities, advertising matter, and newspapers, was being abused to the detriment of the service, with consequent loss of revenue. Accordingly it was recommended that rural carriers be restricted to the discharge

of their official duties, and that a compensation be provided commensurate therewith. The act of Congress making appropriations for the postal service for the fiscal year beginning July 1, 1904, embodied a provision that rural carriers "shall not solicit business or receive orders of any kind for any person, firm, or corporation, and shall not during their hours of employment carry any merchandise for hire," except for and upon request of their patrons, and fixed the maximum compensation of carriers at \$720 per annum. This law is still in force.

In the performance of their duties rural carriers are subjected to exposure in all conditions of weather. Those in the North must contend with the cold and snow, while those in the South must struggle with sandy roads and summer heat, and in the Middle West and Southwest and some portions of the South with clay or black mud during the rainy seasons. They are required to maintain a uniform daily schedule in order to secure regularity of service. Considerably more than one-half of the carriers are employed on routes from 24 to 30 miles in length. In view of these conditions, and the increased cost of providing and maintaining conveyances, it is recommended that the maximum compensation of rural carriers be materially increased.

The Department has already submitted estimates for certain increases of salaries, and now submits the general subject for the consideration of the Congress. Naturally there will be differences of opinion as to the amount of increases desirable in the several classes of employees. The granting of adequate relief would be a measure of true economy and would instill new life into the entire service.

While favorable action by the Congress looking to an increase in the compensation of large numbers of employees would necessitate a substantial increase in the appropriations, it is believed that by an equitable adjustment and an allotment of the sum appropriated, as between the several branches, such action can be amply justified by existing conditions.

APPOINTMENT OF POSTMASTERS.

During the fiscal year ended June 30, 1906, commissions were issued to 2,779 Presidential postmasters. Of these appointments 1,969 were made at offices where the terms of the incumbents had expired, 410 at offices advanced from the fourth class to the Presi-

dential grade, and 400 at offices where vacancies had occurred through resignation, death, or removal. There were 199 resignations, 119 deaths, and 82 removals. Of the 1,969 Presidential postmasters whose terms came to an end during the year, 1,474 received reappointments. In other words, about 75 per cent of the Presidential postmasters whose terms expired were continued in office because of excellent service rendered. During the year no postmasters were reappointed whose records showed them to have been unfaithful or inefficient in the performance of their duties. A considerable number of postmasters failed of reappointment because the records showed that they had not given sufficient personal attention to their offices. The Department's policy of recommending the reappointment of efficient postmasters has unquestionably brought about a considerable improvement in the service. It is a further incentive for postmasters to become proficient in the management of their offices and to see that the mail service for which they are responsible is conducted in the best possible manner.

The total number of postmasters of all classes appointed during the fiscal year ending June 30, 1906, was 14,535; an increase of 1,828 over the record of the preceding year. This increase was due to the large number of Presidential postmasters whose commissions expired during the year, requiring new appointments. As already stated, the number of Presidential postmasters appointed was 2,779. This was more than double the number for 1905, the increase amounting to 1,717. The number of fourth-class postmasters commissioned during 1906 was 11,756, a decrease of 237 as compared with the record of 1905.

Of the fourth-class postmasters appointed during 1905, 2,206 represent the number commissioned at offices newly established. The number of appointments made at fourth-class offices to fill vacancies was 9,520. Of these vacancies, 7,634 resulted from resignations, 1,223 from removals, and 663 from deaths. Thirty postmasters were appointed at fourth-class offices reduced from the Presidential grade.

FOURTH-CLASS POSTMASTERS.

My attention has frequently been called during the year to the service rendered by fourth-class postmasters. They are a most representative and reputable body of our citizenship and in many communities are the only direct agents of the Federal Government.

In another place in this report, and also in my report of a year ago, I have referred to the necessity of a more thorough supervision of the field service. These postmasters should be brought into closer relations with the Department. If this could be accomplished, I am confident that the better knowledge of their requirements and the fuller appreciation of the character of their work that would result would lead to an improvement in the conditions surrounding their employment.

For years a change in the method of fixing their compensation has been urged upon the Department. Some months ago a commission appointed by the Postmaster-General gave careful consideration to suggestions for a more equitable method, but the commission was obliged to report that, for the present at least, no improvement in the existing system could be recommended. With the increasing business now done through these postmasters, in consequence of the extension of rural delivery and other developments of the postal service, additional burdens are put upon them without additional compensation, and the serious question is presented as to whether their compensation has at all kept pace with their added duties. Whatever can be done to meet the needs of this branch of the service by administrative action will be done, but it is hoped that the Congress in canvassing the general question of compensation and allowances will include a consideration of their claims. At the same time some consideration might profitably be given to any existing inequalities in the compensation of postmasters at a number of Presidential offices.

CHANGE SUGGESTED IN APPOINTMENT OF SECOND AND THIRD CLASS POSTMASTERS.

Not with any idea of adding to the duties or responsibilities of the Postmaster-General, but rather as a step toward relieving the President of burdens which it is unnecessary he should have put upon him, I venture to suggest the advisability of vesting the appointment of postmasters of the second and third classes in the Postmaster-General. That official already makes a number of appointments in the postal service where the salaries are as large as or larger than those of the postmasters of these classes. This plan would reserve to the President the nomination and appointment of the postmasters of the first-class—those of the principal offices throughout the country.

SPECIAL-DELIVERY SERVICE.

The special-delivery service shows a healthful growth during the year. The amount of fees, of 8 cents each, claimed by postmasters was \$934,590.64, indicating that 11,682,383 pieces of this class of matter were handled. The figures for last year were: Fees claimed, \$847,492.39; pieces handled, 10,593,655. These data relate to the special-delivery business at all post-offices, irrespective of class. In city delivery offices 10,224,953 pieces were delivered, as compared with 9,296,741 the previous year, an increase of 9.98 per cent, and the compensation of messengers at such offices was \$812,354.33, a sum greater by \$73,468.34 than that paid in 1905. The average number of minutes consumed in making delivery of special-delivery articles was 18.15, a slight decrease over the average for the previous year. Of the \$10,000 appropriated for car fare of messengers in emergent cases, \$8,773.22 was allowed and \$8,417.31 expended.

The Department asked for an appropriation of \$950,000 for fees, but only \$900,000 was appropriated in the original bill. The returns from the city delivery offices for the half year ended December 31, 1905, made it clear that that sum would not suffice, and Congress was asked for an additional \$20,000, which was granted. But even with that there is a deficiency of \$14,591.23 as reported by the Auditor.

An effort was made at the last session of Congress to secure an increase of \$500 in the amount of the appropriation for emergency car fare for special-delivery messengers, and so to modify the wording of the appropriation as to render whatever part of it might be necessary available for horse hire in cases where cars could not be used for transportation of messengers. The proposed changes in the amount and character of the appropriation did not meet the approval of the committees of the Senate and House, and in consequence nothing was accomplished in these directions. It is, however, still the belief of the Department that the modifications suggested are desirable if the law and regulations respecting this service are to be carried out to the letter, as they should be to meet the reasonable expectations of the public.

RAILWAY MAIL SERVICE.

At the close of the year the railway mail service comprised 13,598 officers and employees, an increase in the year of 1,124.

In the number of pieces of ordinary mail handled there was an increase of 7.22 per cent as compared with the preceding year, and an increase of about 9.42 per cent in the number of packages and cases of registered matter handled. The decrease in the per cent of increase in this class of matter as compared with last year is explained by the large increase in the number of R. P. O. through-registered pouches and inner-registered sacks handled, which was 162 per cent.

The record of the service shows a large growth.

During the year there were 16 clerks and 1 mail weigher killed, 77 seriously injured, and 414 slightly injured. The number of clerks injured this year was less than last year, and the number of accidents to mail cars has been decreasing since 1903.

CAR CONSTRUCTION.

Ninety-seven new railway post-office cars were built and put in service last year. Of these, two were steel. There are now three all-steel cars in the service. One of these cars has passed through a wreck and the clerks escaped with very slight injuries. The test of all-steel cars thus far has been satisfactory to the Department, as well as to the managers of railway lines constructing them. The experimental tests, however, have not been sufficiently broad or long continued under varying conditions to justify the Department in saying that they should displace the present construction of cars built of steel and wood combined. It is understood that leading railway lines are arranging to build a larger proportion of all-steel cars the coming year than ever before, and the Department is awaiting with interest the further test of such cars, with a view to securing the strongest and best possible construction in order that valuable mail matter, and especially the lives of the postal clerks, may be adequately protected.

RELIEF MEASURES FOR RAILWAY POSTAL CLERKS INJURED ON DUTY.

The employees of the railway mail service are called upon to undergo severe mental and physical strain while on duty in moving trains, and at the same time are exposed to dangers incident to such

service. The constant tendency to increase the speed of railway trains in recent years increases both the danger and the difficulty of distributing mail in moving trains. As a class railway postal clerks deserve special consideration in connection with the general subject of relief measures for employees of the postal service. It may be said, indeed, that they constitute a class of Government employees closely allied to the Life-Saving Service.

Under the present practice, clerks who have been injured in line of duty are granted leave of absence, on surgeons' certificates, to be renewed from time to time for not exceeding one year, their places being supplied by acting clerks. It sometimes occurs that a clerk is so badly injured as to be unable to return to duty at the expiration of one year, and, of course, unfitted by reason of the injury received in the postal service for earning any support for his family. The number of such cases is not so large as to make it burdensome on the Government to continue clerks thus disabled on the rolls and to authorize the Postmaster-General to continue their pay at a proportion of the salary they were receiving at the date of injury, not exceeding 50 per cent. I recommend that such authorization be given.

RELIEF MEASURES FOR SUPERANNUATED RAILWAY POSTAL CLERKS.

The question of retiring clerks who have become superannuated in the service has received consideration in recent years, and various propositions have been made looking to such relief. The General Superintendent, Division of Railway Mail Service, has given much consideration to the question, and, as representing the employees of that service, recommends the retirement of superannuated railway postal clerks on a fair proportion of the salary they were receiving at the date of retirement—one half to be contributed by the Government and the other half through a fund provided by the retention of a certain per cent of the salaries of the clerks. He is of the opinion that 2 per cent of the salaries of clerks would provide fully for this purpose. While I am not prepared to recommend any specific plan, I commend the proposition as worthy of serious consideration.

FAST MAIL FROM NEW YORK TO SAN FRANCISCO.

During the year very important changes have taken place in the transcontinental mails between New York and San Francisco with lateral connections to Portland, Oreg., and Los Angeles, Cal., and

also in the schedules between St. Louis, Mo., and Dallas and Fort Worth, Tex. These changes involve not only the points named, but all intermediate points and the country tributary thereto.

On December 31, 1905, a train was scheduled to leave Omaha, Nebr., at 1.40 p. m., passing Ogden, Utah, at 3 p. m. the next day and reaching San Francisco at 12.28 noon the second day—forty-six hours and forty-eight minutes—a gain of twenty-two hours over the previous schedule of the same train and a gain of ten hours over the fastest train then running between the same points.

The schedule between Chicago and Omaha was also expedited so that the new train west of Omaha took up at that place the connection from the train leaving New York at 3.15 a. m. the day before, and Chicago at 3 a. m. the same day, making the run between New York and San Francisco in a little less than eighty-two hours, and making a gain of about twenty-four hours on all mail which had heretofore been forwarded on the same connection for Pacific coast points. It overtook the train which had left Omaha at 9 a. m. in the vicinity of Green River, Wyo., picked up the mail which that train was carrying and put it into San Francisco five hours and twenty minutes earlier than that train would have delivered it. By reason of favorable connections there was a gain of from twelve to twenty-four hours to mail for all points between Green River, Wyo., and Portland, Oreg., and all points reached by lines radiating from Portland. This meant a similar gain for the greater portion of Oregon and Washington. Direct connection was also made with the train from Ogden to Los Angeles, making a corresponding gain to all mail for southern California from points west and northwest of Chicago. Twelve hours were also gained on all points from Ogden to Butte and Silver Bow, Mont.

This was one of the most important changes, from a mail standpoint, that has been made in recent years. A corresponding cut was made in the time eastbound from San Francisco to Omaha, with the resulting gain to mails from the Pacific coast to eastern points.

FAST MAIL TO THE SOUTHWEST.

On February 4, 1906, a joint schedule was put into effect by connecting lines from St. Louis, Mo., to Fort Worth and Dallas, Tex., whereby the train leaving St. Louis at 2.30 a. m. reached Denison,

Tex., at 4.15 p. m. as against 11.05 p. m., Fort Worth at 7.20 p. m. as against 7.50 the next morning, and Dallas at 7.10 p. m. the day of departure from St. Louis as against 7.55 the following morning. This, together with an expedited schedule via Little Rock, Ark., and Texarkana, Ark., whereby the train which had been leaving St. Louis about 3.05 a. m. and arriving at Texarkana at 8 p. m. and Fort Worth at 6.50 the following morning reached the latter point at 7.40 p. m. the day of departure from St. Louis, made a gain of about twelve hours for mails to nearly all points in Indian Territory, Oklahoma, and Texas, and in many cases the gain was a full business day.

RAILROAD MAIL TRANSPORTATION AND COMPENSATION THEREFOR.

This subject I have discussed heretofore at considerable length.

The act of March 3, 1879, chapter 180, section 6 (20 Stat. L., 358), provides that the Postmaster-General shall request all railroad companies transporting the mails to furnish, under seal, such data relating to operation, receipts, and expenditures of such roads as may be, in his judgment, deemed necessary to enable him to ascertain the cost of mail transportation and the proper compensation to be paid for the same, and make such recommendations in his annual report to Congress, founded on the information thus obtained, as shall, in his opinion, be just and equitable.

Shortly after the passage of this act an effort was made to secure such information from railroad companies carrying the mails, but the result was not satisfactory. By section 3 of the act of March 3, 1883, making appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1884, Congress directed the Postmaster-General—

to make a thorough investigation into the railway mail service of the United States and report to Congress * * * with the data upon which it is based, a more complete system of gauging the rates of pay for carrying the mails on railroad routes, if practicable, in order to secure the better protection of the interests of the Government and the adjustment of rates of compensation for the service required.

The Postmaster-General appointed a committee of officers of the Department to proceed under the requirements of the statute, which committee made investigation and report to the Postmaster-General, who, by letter of December 20, 1883, laid the same before the Speaker of the House of Representatives. This action of Congress appears to

have been considered as practically superseding, for the time being, further and more specific compliance with the requirements of the act of 1879.

By section 5 of the act of June 13, 1898, making appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1899, Congress authorized the appointment of a commission consisting of the chairmen of the Committees on Post-Offices and Post-Roads of the Senate and House of Representatives, and three members of the Senate and three members of the House—

to investigate the question whether or not excessive prices are paid to railroad companies for the transportation of the mails and as compensation for postal-car service, and all sources of revenue and all expenditures of the postal service and rates of postage upon all postal matters.

This commission held extended hearings for a period of several years and examined witnesses from all available sources, including expert statisticians, and submitted its report to Congress in 1901. Congress has taken no action on this report nor the one preceding it.

It has been the general belief heretofore that the purpose of the statute of 1879 was substantially effected by the work of this commission. It is now thought, however, that valuable information upon the subject may be secured by the Department. I have therefore had prepared in the office of the Second Assistant Postmaster-General a series of inquiries for this purpose which, when completed and perfected, will be submitted to the railroad companies carrying the mails.

This, however, will be but a step in the right direction. I have carefully read the reports of the proceedings of the several commissions that have dealt with the subject of railroad transportation pay. I may be entirely wrong in my conclusions, but it seems to me they should have proceeded considerably further in their investigations. If these commissions were now sitting, I think with the data at present available more definite conclusions could be reached. While my impression is very strong that we pay a great deal too much for transportation, I should not be warranted in making a recommendation based merely upon such an impression, nor do I consider the information given in the reports of investigations thus far made sufficiently definite to warrant a recommendation for a specific reduction. The Department's present relation to the matter

of pay for postal cars is also far from satisfactory. From a business point of view the compensation would seem to be excessive.

Some light may be thrown on this general subject by the count of second-class matter and the weighing of penalty mail which are in progress, and particularly if provision shall be made for a weighing of other classes of mail. I strongly recommend that such provision be made. If a commission were now appointed, representative of all the interests involved, it would have access to the information procured by the Department, the Interstate Commerce Commission, and other branches of the Government, and the merits of the question at issue could be fully determined. If the Government is paying too much for the carriage of the mails, that fact should be determined in justice to the Government. If it is not, that fact should be determined in justice to the transportation interests. Whether the desired information can be best obtained through the medium of such a commission or by other means is a question which deserves the prompt attention of the Congress.

SPECIAL-FACILITY PAY.

The appropriation for special-facility pay has been, in round figures, \$167,000 a year for several years. Under the regulations of the Department, which require that special-facility trains shall keep their published schedules within five minutes at all principal connecting points or forfeit the entire special-facility pay applicable to such train, there was withheld over \$42,000 of the appropriation during the last fiscal year. A slight change was made in the law appropriating for special-facility pay for the current fiscal year, as will be seen from the wording of the following proviso:

That the Postmaster-General shall not be authorized to use the money hereby appropriated, or any part thereof, unless it be necessary in order to provide the same or as good a service as is now provided.

Under this provision the Department instituted inquiries and ascertained that as good service as was in operation at the time of the passage of the act could not be provided between designated points by any other lines than those heretofore employed. It was further ascertained that the companies performing this service refused to continue train 97, which is the principal special-facility train between Washington, Atlanta, and New Orleans, unless the present allowances

for special facilities were continued. A compliance with the law, therefore, made it necessary to authorize pay for these facilities.

These conditions do not in the least change my opinion, as expressed in a hearing before the Senate Committee on Post-Offices and Post-Roads during the last session of Congress, that this appropriation should not be granted. I believe it will continue to embarrass the Department. It is an inducement to give the highest service only in return for this discriminating pay.

PNEUMATIC-TUBE SERVICE.

Pneumatic-tube mail service has heretofore been in operation in the cities of Boston, New York, Philadelphia, Chicago, and St. Louis. The contracts in effect June 30, 1906, contemplated approximately 51 miles of double lines of tubes to be placed in operation, but on that date only about 28 miles of tube lines were in actual operation, at an annual rate of expenditure of \$445,563.84. The appropriation act for the current year authorized the extension of this class of service to the borough of Brooklyn and the cities of Baltimore, Cincinnati, Kansas City, Pittsburg, and San Francisco, and provided also that contracts could be made for a period not exceeding ten years (instead of four, as heretofore) and for an amount aggregating an annual rate of \$1,250,000. On July 27, 1906, an advertisement was issued inviting proposals for the performance of this class of service in the cities where it has heretofore been performed, with some extensions, and also in the additional cities named. Proposals were received for service in Boston, Brooklyn, New York, Philadelphia, Chicago, and St. Louis only. The aggregate of the bids received for these cities was greater than could be allowed, having in mind the service contemplated for those cities for which no bids were received and the limitation as to expenditure fixed by the appropriation act. Conferences were therefore had with the bidders, resulting in some reduction in the amounts of the proposals, and contracts were finally awarded for service as follows:

Boston, Mass., route No. 504003, Boston Pneumatic Transit Company; service connecting the general post-office, North Postal Station, South Postal Station, Essex Street Station, Back Bay Station, Station A, Roxbury Station, and Uphams Corner Station; annual compensation, \$113,089.14; length of line of double tubes, 6.652 miles, rate per mile, \$17,000.

Brooklyn, N. Y., route No. 507003, New York Pneumatic Service Company; service between general post-office and Station L; annual compensation, \$22,950; length of route, 1.35 miles; rate per mile, \$17,000.

New York, N. Y., route No. 507011, New York Pneumatic Service Company; service connecting general post-office, Wall Street Station, Station P, Brooklyn post-office, Stations S and D, Madison Square Station, Stations F, H, O, C, Foreign Branch, V, A, E, Times Square, Y, K, N, L, J, G, W, I, and U; annual compensation, \$457,130; approximate length of route, 26.89 miles; rate per mile, \$17,000.

Philadelphia, Pa., route No. 510006, Pneumatic Transit Company; service between general post-office, Reading Terminal, Broad Street Station, Stations J, C, S, O, Southwark Station, and Bourse Station; annual compensation, \$124,950; approximate length of route, 7.35 miles; rate per mile, \$17,000.

Chicago, Ill., route No. 535004, Chicago Postal Pneumatic Tube Company; service connecting general post-office, Chicago and Northwestern depot, Wells Street terminals, Kinzie Station, Dearborn Street Station, Illinois Central depot, Twenty-second Street Station, Armour Station, Stock Yards Station, Lasalle Street depot, Union Depot (Station U), Stations C and D, Douglas Park Station, Carpenter Street Station, and Pilsen Station; annual compensation, \$294,470.80; approximate length of route, 17.563 miles; rate per mile, \$16,766.

St. Louis, Mo., St. Louis Pneumatic Tube Company; service between general post-office, Union Depot (Annex Station), Bridge Station, relay depot at East St. Louis; annual compensation, \$54,821.15; length of route, 3.47 miles; rate per mile, \$15,798.

The aggregate length of routes of double lines of tubes for which contracts were awarded was approximately 63.275 miles, the annual rate of expenditure \$1,067,411.09, and the rate per mile \$16,869.

No proposals were received for service in Baltimore, Pittsburg, Cincinnati, Kansas City, and San Francisco, but the Department has reserved from the total amount for which contracts were authorized a sum sufficient to provide service in these cities to the extent of the mileage contemplated by the reports heretofore submitted to Congress and at the maximum rate per mile allowed by law, and will issue another advertisement for service in these cities, or in any of them,

when there is reason to believe that any responsible company will submit a bid under such advertisement.

In my report of last year reference was made to the inauguration of pneumatic-tube service in 1893 and the subsequent extensions thereof; also to the work of an expert commission composed of business men and civil engineers of national reputation, appointed in 1900 by authority of Congress, which commission reached the conclusion that ultimately governmental control of pneumatic-tube systems for transmitting the mails would be found essential to a satisfactory administration, and I stated reasons which led me to make the recommendations that legislative authority be granted to make contracts for ten-year terms and that there be inserted in every future contract an option of purchase by the Government. As noted above, the authority for making ten-year contracts was given in the appropriation act, but no steps were taken looking to the purchase of the pneumatic-tube plants. It is believed, however, that eventually it will be found to be in the interest of good administration for the Government to own and operate the tubes and the machinery with which this service is performed.

ELECTRIC AND CABLE CAR SERVICE.

The number of electric and cable car routes in operation on June 30, 1906, was 460, with a total length of 6,014.74 miles, and of annual travel of 11,114,183.98 miles, costing \$572,495.89. This is an increase of 20 routes, of 369 miles of length, of 572,496.55 miles of travel, and of \$29,540.51 in annual cost.

My last annual report contained a renewal of the recommendation previously made to Congress for authority to increase the rates applicable to electric and cable car service from 3 cents per mile traveled for closed-pouch service to not exceeding 4 cents per mile traveled in cases where exceptional conditions as to weight of mail and number of offices existed, and from three-fourths of a cent per linear foot per mile traveled for apartment and full car service to not exceeding 1 cent per linear foot per mile traveled in exceptional cases. Congress authorized such increase, with the proviso that on routes over 20 miles in length, outside of cities, rates shall not exceed those paid for steam railroad service.

Under this legislation, effective July 1, 1906, compensation has been restated, on certain routes where the conditions above referred to have prevailed, at the rate allowable for railroad service, when such rate could be ascertained without a weighing; and a weighing was ordered, beginning September 12, 1906, on certain other routes to determine whether the compensation must be increased or decreased, according to weight actually carried. In a number of the larger cities service has been restated at the lawful rate of 1 cent per linear foot. A few of the electric and cable car companies are still demanding higher rates for service deemed necessary by the Department, but the efforts to secure service under the amended law are reasonably satisfactory, and no further legislation is recommended at this time.

REGULATION-WAGON SERVICE.

Regulation-wagon service, which is employed to carry the mails between post-offices, railroad stations, and mail stations in some of the largest cities, is in operation on 267 routes, at a cost of about \$1,186,000 per annum. This service is performed under contract awarded after competitive bidding, the contractor being required to construct wagons in accordance with plans and specifications prescribed by the Department; to furnish his own horses and harness and employ his drivers, who wear no uniform other than a cap and badge. For reasons set forth in my last report I think it would be desirable to give a fair trial to the Government ownership of these wagons. The horses and harness could be secured by competitive bidding, and competent drivers could be provided as Government employees, at a fixed salary, each driver to care for his team. It might be found advisable eventually to have these drivers uniformed, thus more fully identifying them with the service. In this way it is believed that the equipment as a whole would be of a higher class and present an appearance more creditable to the Government.

STAR ROUTE AND BOX DELIVERY.

At the close of the last fiscal year there were 16,118 star routes, aggregating 205,379 miles in length, at an annual rate of expenditure of \$7,118,116.96, the rate of cost per mile traveled being 6.62 cents. With three exceptions the contracts for service in the fourth

contract section, including all the States and Territories west of the Mississippi River, expired on June 30, 1906, and last year new contracts were made for this section, effective July 1, 1906, on 5,535 routes, aggregating 106,067 miles in length. The rate per mile traveled on June 30, under the old contracts made four years before, was 7.10 cents. The rate per mile under the new contracts was 8.09 cents, an increase of 13.94 per cent. The new contracts provide for collecting mail from as well as delivering mail into boxes along the routes. The old contracts required delivery but not collection service. Box delivery and collection service have now been applied to the routes in three of the four contract sections of the country. In the remaining section (the third) box delivery but not collection is required.

The pending advertisement, however, for the reletting of the contracts in the third section, the Middle West, contemplates requiring the collection as well as the delivery service under the new contracts effective July 1, 1907. Box collection and delivery will then have been applied to the star routes throughout the entire country. The report for the last year showed the number of boxes and families supplied by them along the star routes, based on statistics taken in June, 1905. No later statistics have been taken. Thus far no special design of box to be used for this service has been prescribed by the Department. The patron is expected to furnish, at his own expense, such style of box as will afford ample protection to his mail. The advisability of requiring boxes to be made in accordance with specifications defined by the Department is now under consideration.

The star routes discontinued during the year ended June 30, 1906, by reason of the establishment of rural delivery service, represent an annual rate of expenditure of \$382,947.61. In the preceding year it was \$535,636.41. The total length of these routes discontinued last year was 11,579 miles, as against 17,106 miles the year before.

UNIVERSAL POSTAL CONGRESS.

An event of interest and importance to all the countries of the world in connection with the postal intercourse between them occurred on the 7th of April last, when representatives of the postal systems of all the nations assembled in the city of Rome, Italy, to discuss and agree upon measures for the improvement in all prac-

licable ways of the regulations governing international intercourse through the mails.

The congress was the sixth of its kind since the initial one, which met in Berne, Switzerland, in the year 1874, its official designation being "The Sixth Universal Postal Congress."

This Department was represented in the congress by two delegates—the superintendent of division of foreign mails, as in previous postal congresses, and Mr. Edward Rosewater, who unfortunately died shortly after his return to this country.

The results arrived at and embodied in the universal postal convention or treaty concluded by the congress may be accepted as representing the ripe judgment of high postal officials of the world, based upon their experience in actual postal traffic.

The principal changes effected by the convention enacted by the congress of Rome, which goes into operation October 1, 1907, are (1) reduction of the international letter rate of postage; (2) reduction of the rates to be paid to one country for transporting by its services the mails of another country in transit to a country beyond; (3) postal cards may bear a message on the left half of the front as well as upon the back; (4) an indemnity of 50 francs (\$10) must be paid for the loss of a registered article; (5) the postal administration of any country may sell to a person applying therefor a coupon in exchange for which upon its presentation at a post-office in another country the person presenting it shall receive a postage stamp of the value of 25 centimes (5 cents), thus enabling a person in one country to furnish his correspondent in another country with a postage stamp with which to prepay postage upon his reply letter; (6) postage stamps perforated to show initials or other marks must be recognized as valid; (7) private postal cards need not bear the title "post card" or "postal card;" (8) correspondence of prisoners of war is free of postage in international mails, and (9) by reason of its insular possessions the United States is granted two votes in future postal congresses, instead of one as heretofore.

More detailed information in regard to the action of the congress is given in the report of the Second Assistant Postmaster-General, to which attention is invited.

FOREIGN MAIL SERVICE.

The total cost for transportation of foreign mails last year was \$3,137,349.57. The aggregate weight of mails dispatched by sea to foreign countries was 14,121,877 pounds. It is estimated that the sum received by this Department as postage on articles exchanged with all foreign countries was \$7,863,336.86, and that of this sum the postage collected on articles exchanged with foreign countries other than Canada and Mexico amounted to \$6,008,807.53. The service operated under the ocean-mail contracts continued throughout the year, there now being eight such routes, with an annual rate of expenditure of \$1,556,412. The sea-post service continued to be operated satisfactorily between New York and Germany and New York and England. There were 55 round trips performed between New York and Germany, 51 between New York and Southampton, and 49 between New York and Liverpool. There were 36,808,446 letters and post cards distributed in these sea post-offices.

MERCHANT MARINE AND SOUTH AMERICAN MAIL SERVICE.

Attention is invited to the views expressed in my last annual report, under the heading "Foreign mail service," as to the vital importance of securing some proper legislation for the development of our commercial shipping, for this Department is largely dependent on steamers sailing under foreign flags for the transportation of its foreign mails; also to my report of 1903 as Secretary of Commerce and Labor, in which the condition of our shipping in foreign trade was discussed. For years this has been a matter of concern to public-spirited Americans. This shipping is virtually the only form of commercial and industrial activity in which the country has not recently shown creditable growth. As an industry it holds exceptional relations to government. From the nature of things it has been exposed in an unusual degree to foreign competition. These and other considerations make it a fitting subject for our highest statesmanship. Strong appeals in its behalf by our Presidents from the time of General Grant and the earnest efforts more recently in Congress have so far brought meager results.

A recommendation was made in my report as Secretary of Commerce and Labor for the appointment of a commission to inquire into this subject. Subsequently a commission was appointed, its report

was submitted, and a bill prepared under its auspices passed the Senate on February 14, 1906.

Among the duties assigned by the Congress to the Department of Commerce and Labor is to "foster, promote, and develop" our shipping interests. Commerce and labor, however, are not the only interests concerned in the improvement of our merchant marine. In our past wars the men and ships of the merchant marine were the reserves that put our Navy on a war footing, and under like circumstances they must perform the same service. Government action in regard to the merchant marine in its naval features should conform closely to our general naval policy. The position among nations now occupied by the United States warrants the maintenance of an ocean-mail service equal to that of the United Kingdom or Germany, in order that, like those countries, we may possess the best possible facilities of communication in our dealings with distant quarters of the world. By the establishment of such service other nations have helped to build up their shipbuilding industries and to strengthen their position on the sea. Expenditures for ocean mails, however, concern most directly the Post-Office Department, and must be adjusted according to the means Congress has placed at its disposal.

Foreign governments are steadily increasing the speed of their fast mail steamers and requiring them to have fixed and regular sailings. The mail steamers of other countries leaving ports of the United States will more and more absorb our foreign-mail transportation until such time as the United States provides an adequate compensation for the outward voyage on steamers of equal speed and regularity of sailing. Congress authorized the Postmaster-General by the act of 1891 to contract with owners of American steamships for ocean-mail service, and has realized the impracticability of commanding suitable steamships in the interest of the postal service alone by requiring that such steamers shall be of a size, class, and equipment which will promote commerce and become available as auxiliary cruisers of the Navy in case of need. The compensation allowed to such steamers is found to be wholly inadequate to secure the proposals contemplated. This is especially true in regard to Australasia and to several of the countries of South America with which we have cordial relations and which, for manifest reasons, should have direct mail connections with us. The unprecedented expansion of

trade and foreign commerce justifies prompt consideration of an adequate foreign mail service. Expenditures to this end seem fully warranted, also from the standpoint of a proper naval establishment, inasmuch as the vessels performing service are so built as to be readily converted into auxiliary cruisers. Favorable legislation on this subject is urgently needed.

THE PHILIPPINES, HAWAII, PORTO RICO, AND ALASKA.

Postal service in the Philippines continues to be provided by the local Philippine government under the immediate supervision of a director of posts, formerly an officer of our service. This is not paid for out of our appropriations. I take the liberty, however, to incorporate in this report, as of special interest in a statement of postal business, the following:

EXTRACTS FROM THE ANNUAL REPORT OF THE DIRECTOR OF POSTS OF THE PHILIPPINE ISLANDS.

The increase over the preceding year is ₱213,416.76, or over 78 per cent. Deducting from the total revenues only the amount of stamps used for telegrams sent from the signal corps offices, the increase is ₱155,949.50, or over 70 per cent. Deducting the value of stamps used on all telegrams and the amount used for postage by the several branches of the civil government, the increase in revenues over the previous year is still ₱47,425.64, or more than 17 per cent.

The plan of collecting all telegraph charges by means of postage stamps affixed to the telegrams by the sender, which is similar to the practice in the government telegraph service in India and Australia, was also adopted, and seems to be working very satisfactorily. At first there was some complaint because of the fact that postage stamps could not always be obtained, but this was overcome by putting stamps on sale in each telegraph office. The advantages of this system are that if strictly complied with the sender of a message can not be overcharged and the difference taken by the operator; and the necessity for telegraph offices rendering a separate money account of tolls collected is avoided.

The Philippine postal savings bank law was enacted May 24, 1906, but did not become operative during the year. This institution when in full operation should be of incalculable benefit to the Filipino people, as it will furnish an absolutely safe and secure place for deposit of savings in almost every municipality in the islands. The savings bank will doubtless also be made use of by many Americans and Europeans who now make their savings by means of money orders.

HAWAII AND PORTO RICO.

The service in Hawaii and Porto Rico is provided by this Department out of the regular appropriations, there being an agent stationed at Honolulu and one at San Juan to give special attention to the transportation service in their respective territories. On June 30 last there were in Porto Rico 53 routes, aggregating 3,519 miles in length, with 676,999 miles of annual travel, at an annual rate of expenditure of \$83,103.22. In Hawaii there were 65 routes, with a total length of 15,994 miles, and with an annual travel of 798,316 miles, at an annual rate of expenditure of \$116,122.29.

ALASKA.

In arranging for the new contracts for transportation service in Alaska, effective July 1 last, an effort was made to give additional mail facilities both in respect of expedition and a larger weight of mail to be carried in the winter season. One of the contracts was for a direct steamship service from Seattle to Valdez, on the southern coast, four times a month, the trip to be made in six days, a reduction of three days compared with the time made via Juneau under the preceding contract. Valdez is the base of supply during the winter season for mails destined for the interior and western part of Alaska. Provision was made for twice-a-week service from Valdez to Fairbanks, with a maximum weight of 800 pounds each single trip, the service from Fairbanks to Tanana, St. Michael, and Nome to be once a week; and it is expected that with the additional facilities provided it will be possible to carry not only all letter mail, but also papers and periodicals in larger quantities than heretofore. During the season of navigation unlimited quantities of mail of all classes can be sent to all Alaskan post-offices reached by ocean or river steamers.

FOREIGN PARCEL POST.

During the year additional parcel-post conventions were negotiated with Sweden, Peru, and Denmark, effective, respectively, February 1, September 1, and October 1, 1906. A review of the parcel-post work for the year shows that there were dispatched from the United States 264,438 parcels and received 131,064 parcels. The weight of the parcels dispatched aggregated 721,164 pounds and of those received 358,125 pounds. Compared with the preceding year, there

was an increase of 56 per cent in the number of parcels sent and 28 per cent in the weight sent; an increase of 71 per cent in the number received and of 53.85 per cent in the weight received. The average weight of a parcel sent from the United States was about 2.66 pounds and of a parcel received 2.73 pounds.

FOREIGN AND DOMESTIC POST CARDS.

In recent years the exchange of illustrated post cards has become a popular feature of the postal service in all the countries of the Postal Union. These cards are prepared and sold without cost to the Government, and yield, perhaps, a larger proportion of revenue than any other class of mail matter. Their admission to the mails has therefore been encouraged by all the leading countries of the Postal Union. In order to gratify a widespread demand on the part of the general public for permission to send a written message on a portion of the address side, so as to keep the illustrated side of the card free from disfigurement, and following the action of the principal countries of Europe, I have ordered that from October 31, 1906, post cards bearing written messages upon the left half of the front of the cards, and otherwise conforming to the provisions of the postal convention recently concluded in Rome, mailed in foreign countries and fully prepaid by postage stamps, shall be delivered to addressees in the United States without additional charge for postage, and that on and after March 1, 1907, such cards shall be admitted both to the international and to the domestic mails of this country and treated as post cards.

REDUCED LETTER POSTAGE FROM NEW ZEALAND.

For some time past the postal administration of New Zealand has been urging this Department to establish a rate of 2 cents (1 penny) per half ounce for letters passing between the two countries. Recently Sir Joseph Ward, the postmaster-general of New Zealand, who represented that colony in the recent Universal Postal Congress of Rome, called on me on his way back to New Zealand and strongly represented the advantages which would accrue if that rate could be established, at least in so far as letters from New Zealand are concerned, in view of the fact that letters from New Zealand for Great Britain and the British colonies are mailable at the rate of 1

penny for each half ounce, many of them requiring to be transported across this country en route to destination.

Considering the arguments adduced and the fact that the postal revenues of this country would not be affected by the proposed reduction, as well as the probable commercial advantages that would follow, I directed that from the 1st of November of this year letters received from New Zealand upon which postage had been prepaid in full at the rate of a penny for each half ounce should be treated in this country as fully prepaid and delivered to addressees without charge for additional postage. I was the more inclined to this action by reason of the fact that the Universal Postal Convention concluded in Rome in May last provides that when that convention becomes operative (October 1, 1907) the international letter rate of postage in countries which have not the metric system may be fixed at the equivalent of 5 cents for the first ounce and 3 cents for each additional ounce. I did not deem it advisable, however, to reduce the rate on letters from the United States to New Zealand until the rate on letters to all foreign countries may be reduced by virtue of the operation of the stipulations of the Universal Postal Convention of Rome.

MONEY ORDERS.

The great increase in the number and amount of transactions during the year in the division of money orders, of both the domestic and the international service, reflects the general prosperity of the country and in some degree improved methods of administration.

NEW FORM OF DOMESTIC MONEY ORDER.

Since the postal money-order system was established in 1864 the style of the domestic money order and advice form has been thrice radically changed. The first change was made in 1894 to meet a demand for a simpler form of money order. The second change was made in 1899 for further simplification of the process of issue and in order that the size of the money order might more nearly conform to that of commercial paper. The form then adopted proved to be exceedingly liable to alteration in amount. Shortly after its introduction the first case of postal orders fraudulently raised in amount and negotiated was brought to the attention of the Department. In 1901 there were 10 such cases; in 1902, 106 cases; in 1903, 153 cases;

in 1904, 208 cases, and 481 other cases of the kind were afterwards reported.

This situation seriously menacing the credit of the postal money order as a negotiable instrument, and calling for a remedy, the Postmaster-General in 1905 appointed a committee to devise a new form of money order which should afford security against fraud of that character. That committee recommended the use of what is known as "safety paper," with a printed marginal check which would indicate the amount, approximately at least. A domestic money-order blank conforming to these recommendations was accordingly adopted, has been introduced gradually into the service since November 15, 1905, and is now in general use. The printed marginal check can not be changed without lowering the amount indicated thereby, while the properties of the paper are such that the original writing can not be obliterated or altered without so changing the color of the paper as to render the forgery apparent. During the eleven months which have elapsed since the introduction of this new form only about a dozen cases in which attempt has been made to raise the amount thereon have been reported to the Department, and the alterations in these cases were so easily detected as to render the orders unnegotiable. The new form, it may be stated, has fully met the expectations of the Department in this respect, practically eliminating the evil it was designed to remedy.

A prominent feature of the new domestic order is the insertion therein of the name of the remitter, which formerly was entered only in the advice. It is now written simultaneously, and therefore with as little or less labor, in both order and advice. This feature, which is deemed a decided improvement and is giving general satisfaction, was introduced to meet the demands of business firms, which were often inconvenienced and embarrassed by the receipt of orders unaccompanied by signed letter of transmittal, and to reduce the labor in large post-offices incident to answering inquiries from such firms as to the names of the senders of the orders.

In brief, it may be stated that the introduction of the new-style domestic money-order form, whether viewed from the administrative or the public standpoint, has resulted in material improvement of the service, the abuse which it was designed to remedy having been thereby effectually suppressed, while the insertion of the name of the

remitter in the order itself has lessened clerical labor, and thus facilitated the dispatch of business.

PROPOSED POSTAL NOTE.

The departmental committee appointed to consider and report upon the advisability of recommending legislation on the subject of a postal note or other substitute for postage stamps and coins in remittances of small amounts through the mails made their first report on March 31, 1906, in connection with which they submitted a draft of a bill. On April 24, 1906, copies of the bill were submitted to the chairman of the Committee on Post-Offices and Post-Roads, United States Senate, and to the chairman of the Committee on the Post-Office and Post-Roads, House of Representatives, the importance of early and favorable action thereon was urged, and the hope expressed that the measure would be passed at that session of Congress. This bill failed of Congressional action.

Since rendering their first report the committee has visited the post-office department at Ottawa, Canada, for the purpose of gaining a better knowledge of the working of the postal-note system which has been successfully operated in that country since 1898.

To a certain extent the proposed United States postal note is similar to the Canadian postal note. The rules governing the payment of postal notes may be made so flexible as to meet every ordinary contingency, and in the issuance of such postal notes no written application or advice is required. They may be procured almost as easily as our postage stamps. That the system is a success as administered in Canada and is largely used and appreciated is shown by the fact that the total value of notes paid has increased from \$769,217.90 in 1899 to \$4,698,935.40 in 1906. The system in Canada has proved to be entirely self-sustaining.

On November 2, 1906, the committee submitted a supplemental report, stating therein that "further investigation has confirmed the opinion previously entertained and expressed that there is an undoubted demand on the part of the public for a postal note or some other substitute for postage stamps and coins in remittances of small amounts through the mails," and recommending that renewed efforts be made looking to the introduction and passage of the postal-note bill by Congress at an early date. Concurring in that opinion, I approved the recommendation thus made by the committee.

EXCHANGE OF MONEY ORDERS WITH THE CANAL ZONE (ISTHMUS OF PANAMA).

A notable extension of the postal money-order system during the year was the inauguration of an exchange of money orders between the Canal Zone and the United States in June last, since which time, with the mutual consent of the postal administrations interested, an exchange of orders has also been established, through the intermediary of the United States, between the Canal Zone and British Guiana, British Honduras, Canada, Cuba, Newfoundland, the Philippine Islands, and certain islands of the British West Indies. Such exchange of money orders is conducted as nearly as practicable on the domestic basis. From information at hand it would seem that the arrangement has proved to be of great benefit both to those employed in the construction of the canal and to the officials of the Canal Zone government.

REGISTERED MAILS.

The beginning of this fiscal year marks the entrance of the registry system on its fifty-first year of operation. It was established on July 1, 1855. On July 1, 1905, there was issued to the postmasters, officers, and employees connected with this branch of the postal establishment an announcement of the completion of the half century of its existence, in which mention was made of the results achieved as extremely gratifying.

The work in the registry service during the year has been mainly devoted to the full development and improvement of the methods already established, attention having been particularly directed to the service at all the large mail centers. The results are shown in the statistical item covering the mail matter on which the registry fee was paid. At the sixty cities of the country doing the largest registry business the increase in paid registrations was over 16 per cent, compared with an increase of 10 per cent in the same item last year.

In no previous year in the history of the registry service has an increase in the paid registrations reached the three million figure. This year the increase in the number of letters and parcels on which the registry fee was paid reached 3,611,756. For the year the paid and free registered letters and parcels aggregate 34,165,484, a total increase of 3,965,307, or 13.13 per cent.

The registry service has been established in the Canal Zone. The director of posts adopted the suggestion and the model of registry

service outlined to him. Registry business at the post-offices in the Zone was commenced in August, 1905, and up to the end of the year 43,588 letters and parcels had been registered. The service is conducted with such variations as are demanded by conditions peculiar to the Zone, but in general it is similar to that in the United States.

A large proportion of the losses in the registered mails for which indemnities were paid were chargeable to railway wrecks and the burglaries of post-offices. Over 28 per cent of the claims paid this year were for registered letters lost in four railway wrecks. Following the plan heretofore adopted for estimating the rate of loss among the domestic letters and parcels registered, the rate this year is shown to be 1 in every 23,987 domestic pieces registered.

STAMP BOOKS.

Stamp books continue to grow in popular favor. The demand for them increases twice as fast as that for stamps in the ordinary form, and the profit to the Government increases with the demand. The net gain arising from the small difference between the cost per book, which is about three-tenths of a cent, and the additional cent over the stamp value which must be charged for them was last year alone \$103,233.56. The total profit to the Government since their introduction in 1900 to the end of the fiscal year 1906 amounts to upward of \$418,000.

The device was introduced as an experiment. How the public would receive it could not be foretold. But the demand has grown by leaps and bounds, and no change from the original conception has been required.

The charge for the book over the stamp value is so slight as not to be felt by the purchaser, and as it can not be less than 1 cent we may always look forward to an annual revenue from this source of not less than \$100,000, for which the Government incurs no expense whatever. It will doubtless be found that the revenue will be much greater, since it is clear that the maximum use of the stamps in books as compared with stamps in other forms has not been reached. The public utility of this device has led to its adoption by several foreign countries. The latest to follow in that respect is France.

The condensed postal information printed upon the covers is also a great public convenience. It constitutes a complete and handy reference of great value, and supplies the ordinary need of that portion of

the public which does not have ready access to postmasters and the official documents containing that information in detail.

GOVERNMENT FREE MATTER.

In my last report I dealt exhaustively with the subject of Government free matter. It would be inopportune to discuss it anew at this time, as Congress at its last session directed that a record be kept of all matter entering the mails under the penalty privilege from each of the Departments at Washington during the period from July 1 to December 31, 1906. This record is to show both the character and the quantity of such mail according to the several classifications of mail matter sent by the public. A report to Congress is required by February 1, 1907. It is to include the number of pieces and the weight of the several classes, and the amount of postage that would have been required for each class, calculated on the regular postage rates as provided by law. Since the action of Congress contemplates a definitely ascertainable result, not an estimate, I deem it proper to defer any further consideration of this subject pending the submission of the report required by law.

SECOND-CLASS MATTER.

This subject was also discussed at length in my last report. During the period I have had charge of the Department I have found the laws relating to second-class mail poorly adapted to present conditions, and have become convinced that a substantial change or revision tending to simplification is most desirable. For years the Department has been endeavoring to secure a legislative revision of these statutes. From time to time their defects have been pointed out and explained. This class is intended exclusively for bona fide newspapers and periodicals, and for them only when they observe the law's limitations and prohibitions. There were and still are abuses and they occasion loss of revenue. Reform of the abuses is progressing steadily, but each year's experience gives fresh emphasis to the need of legislative action.

One unfortunate and unavoidable incident of the reform is the irritation and disturbance it causes. Of course this may be true in the execution of any law, but if the intent can be met by more direct methods, if irritation and disturbance follow because the law is am-

biguous and inapplicable to existing conditions, the need for revision becomes apparent. It is not a question of whether the Department is embarrassed in administering these laws as to second-class mail or has any hesitancy in administering them. They are on the statute books, and it is the duty of the officials of the Department to comply with their requirements. That we are doing. But the head of a Department of the Government, charged with the duty of executing the laws relating to his Department, has something more to consider. It is not only his duty to execute the law, but it is his duty to call attention to its weaknesses and crudities, if he believes such defects exist. The Department claims that with the enormous increase in the number of publications and the radical changes they have undergone in their make-up and circulation there must be a change or modification of existing statutes relative to the second class of mail matter to make them applicable to the new conditions.

A correct understanding of exactly what is comprehended in a publisher's privilege, and of the Department's duty and purpose, is most difficult to secure. During the long period prior to 1901, publications were established and admitted to the second class which plainly were not within the law's intent and purpose, and many publications since their admission have so changed character as to fall outside the provisions; and practices have grown up with bona fide newspapers and periodicals which are not legitimate. The courts have held that long continuance in this privilege gives no right to further continuance if it be unlawful. Now when it is sought to exclude publications believed to be improperly enjoying the privilege and to stop what are thought to be illegal practices of those otherwise unobjectionable, there is not unnaturally an attitude of resistance upon the part of those directly affected and of those who foresee the application of like rulings to their own cases when reached.

Under these laws such questions as the following must be considered and determined in order merely to charge the legal postage rates, namely, whether the publication is devoted to literature, the sciences, arts, or some special industry; whether the list of persons to whom copies are sent as to subscribers constitutes, as a matter of fact, a legitimate list of subscribers; whether it is primarily designed for advertising purposes, or for free circulation, or for circulation at

nominal rates; whether it is issued from a known office of publication, and whether it is formed of printed paper sheets and not substantially bound. All the conditions may be fulfilled in one issue and be unfulfilled in the next. A list of subscribers legitimate one day may be illegitimate the next, a publication not primarily designed for advertising purposes in one issue may be so designed in the next, and so on. The present laws assume the Department capable of being on the ground at every mailing to determine any one or all of these questions as they arise, for failure to comply in any one particular at any mailing renders the publication of any issue of it not lawfully entitled to be mailed at the second-class rates. If it is accepted as of that class when not complying with every condition, the action is unlawful, and the Government loses the difference between the second-class rate and the legal rate, which is then the third-class rate.

This state of affairs necessarily requires the reposing of the judgment on each particular question in one person. Otherwise it would be impossible to secure a reasonable consistency and uniformity in rulings which require to be made from day to day in due course of administration. It has been found impossible to frame regulations to be applied offhand at post-offices at the point of mailing, giving definitions and rules for determining these various complicated questions.

No other class of mail requires this constant reference of innumerable questions to the Department for decision.

The elimination of certain of the palpable and more flagrant abuses in the second class has been treated fully in previous reports. Much has been accomplished and the results, as has been shown, effect a substantial saving, but much remains to be done. The further prosecution of the work, however, means more than appears to be generally understood.

Recently a representative of the American Newspaper Publishers' Association, speaking for his organization, criticised the laws in relation to this class of matter as crude, incomplete, confusing, and contradictory. They contain, he said, phrases and expressions apt and appropriate at the time of their passage, but due to the tremendous progress in journalism since then these expressions are now meaningless in their application to present-day conditions. This, he con-

tended, has resulted in inconsistencies and contradictions. And the speaker added—

the law contains a specification barring regular publications designed primarily for advertising purposes. A strict and impartial enforcement of this provision would bar every publication from going through the mails, since every publication is not successful, at least not in theory, unless designed for advertising purposes.

This is a frank admission, and it is spoken on behalf of the great organization of newspapers of this country. It concedes more—indeed, it concedes very much more—than the Department has said was true. In the light of this it is well to consider whether the administrative reform now under way and so far successful shall stop anywhere short of a strict, exact, and impartial enforcement of existing laws according to their intent and purpose, notwithstanding the effect of such action.

The Department believes that many provisions of the statutes governing this class are substantially nonenforceable without material injury either to the Department or to the publishing industry; that there should be legislative relief of the situation rather than that the administrative reform should progress to the limit; that the tests of classification should be simplified; that the rate of postage and conditions of securing it should not be made dependent upon such fine distinctions as those now required.

In my previous report I recommended a thorough review of this whole subject by the Congress, and in communications to the chairmen of the Senate and House Post-Office Committees specifically recommended the appointment of a commission with the same end in view.

At its last session Congress appointed a commission, composed of three members from the Senate and three from the House, to consider and report upon the whole subject of second-class mail matter. This commission has already held meetings and has given hearings to a representative of the Department and to publishers. The Department hopes for and confidently relies upon the active cooperation of all publishers and citizens interested in perfecting the postal service in its efforts to get before this commission, and through it before Congress, a correct understanding of this subject, its import to the service, to the revenues, and to the people.

Whatever may be finally determined, opinions will differ as to the proper rate to be charged. It is suggested, with much justice, and this will undoubtedly be fully considered by the postal commission,

that if provision is made for a different rate or method of treatment for any publications from that now in force, in fairness to the publishers so decided a change should not be made suddenly. Reasonable opportunity should be given to adjust their business to the new requirements.

The Department recommended the appointment of a commission to consider this subject in the hope of securing information and relief which it found itself barred from securing through its own agencies. The results of the inquiry, therefore, should be valuable alike to the Department and to the publishing interests. The Department's report to Congress on the weighings now in progress will also tend to throw additional light on the situation. For these reasons I do not feel warranted in making further recommendations at this time.

If it should be developed by the testimony before the commission, by the results of the weighings recently directed by the Congress, or by the Department's investigations, that any class of publications is enjoying undue advantages under the present rate, action should be taken looking to a correction of this inequality. The Department exists to serve not a particular industry, but all industries; not a portion of the people, but all of the people, and rates of postage for second-class mail should be established on that basis, with no rate that is relatively a discrimination against or out of proportion to any other rate, nor should any subdivision of a class bear a disproportionate share of the rate fixed for its class. Furthermore, while the Department's chief purpose should be an ever-increasing efficiency, its receipts and expenditures must be considered in their relation to cost and to the general financial condition of the Government, and its rates for service must be fixed with regard to that relation.

RURAL DELIVERY.

June 30, 1906, marked the close of ten years' experience in the free delivery and collection of mails to and from the residents of rural districts of the United States, living remote from post-offices and previously debarred from easy interchange of communication by letter with the outside world. Originally established as an experiment in the closing months of the year 1896 and the first months of 1897, with all regulation as to its extension, its continuance or discontinuance, and the pay of those engaged in the service left entirely

to the discretion of the Postmaster-General, it was continued as an "experiment" by the express terms of the appropriations made for its support until the fiscal year beginning July 1, 1902. By the post-office appropriation act of that year it was formally adopted as part of the permanent postal system of the United States. Even then, though the aggregate sum provided for the service was increased several millions of dollars, no explicit regulations for its control were enacted by the Congress.

With the exception of the provisions in the appropriation bills fixing the maximum pay of carriers, first at \$600 and afterwards at \$720 per annum, only two statutory enactments have since been made in regard to the service. The first of these, which went into effect July 1, 1904, provided that from and after that date rural carriers should not solicit business or receive orders for any person, firm, or corporation, and should not during their hours of service carry any merchandise for hire, except upon the request of patrons residing upon their respective routes. Prior to this rural carriers had been explicitly authorized to perform services thus prohibited.

In a circular letter of inquiry, issued by the Department September 26, 1897, to all postmasters from whose offices rural delivery had been established, these questions, among others, were propounded:

Has there been a perceptible increase in the delivery of newspapers in your district through the rural carriers? Has the general authorization given them to carry parcels, to receive subscriptions for newspapers, to receive and deliver telegrams (inclosed in a Government stamped envelope), and to perform other like services for patrons on their routes been taken advantage of to any considerable extent?

The answers received from 93 postmasters in 34 States and Territories, embodied in the report of the Post-Office Department for the fiscal year 1898, were generally to the effect that these privileges had been appreciated and had tended to popularize the service and increase the compensation of the carriers.

The only other restrictive provision in regard to the rural service was incorporated in the post-office appropriation act for the fiscal year ended June 30, 1906, in the shape of a proviso added to the appropriation for the inland transportation of mails by star routes, reading as follows:

That no part of this appropriation shall be expended for continuance of any star-route service the patronage of which shall be served entirely by the exten-

sion of rural delivery service, nor shall any of said sum be expended for the establishment of new star-route service for a patronage which is already entirely served by rural delivery service.

This was intended to prevent the needless duplication of the delivery and collection of mail on routes by rural carriers and star-route contractors.

In the interval between 1897 and 1906 the annual appropriations for rural delivery had been gradually increased year by year from \$40,000 in 1897 to \$25,828,300 in 1906. It has been deemed imperatively necessary in the absence of legislative regulations other than as before mentioned to establish some rules of administration which shall be applicable to the entire service. Among them, as stated in substance in my last year's report, are the following:

I. That any rural route which shall be found, after careful inspection, not to yield results justifying the outlay, owing to lack of appreciation of the service, shall be discontinued, care being taken to restore any previously existing postal facilities which have been discontinued by reason of the establishment of rural delivery.

II. That where through sparsity of population or other causes the service, though appreciated, is found inordinately expensive, triweekly service shall be substituted for daily service until conditions improve.

III. That privileges unwisely granted to certain communities in the early days of the service of more than one delivery a day by rural carrier shall be gradually withdrawn, and that all rural service shall be restricted to one delivery and collection daily.

IV. That all post-offices patrons of which can be adequately served by rural delivery shall be discontinued upon the installation of rural service.

V. That on a standard route of 24 miles or more in length there must be a possible patronage of at least 100 families or a smaller proportionate number on routes of less length, and that three-fourths of the possible patrons shall be required to signify their intention to accept the service and provide boxes conforming to the Department's requirements before the service is ordered.

VI. That the roads to be traversed must be kept in good condition, unobstructed by gates, other than gates opening automatically, and that all unfordable streams must be bridged.

These rules have been adhered to in the administration of the service during the past fiscal year with good results. Seventy-six routes have been discontinued for lack of proper patronage or have been merged with other routes in a readjustment of the service. Over 220 routes are now being operated on a triweekly basis. Some of these have been reduced from daily service because the patronage failed to meet the Department's requirements, with the understanding that daily service will be restored when the conditions warrant it. Others have been operated on a triweekly basis from the start because the extent of territory covered and the wide distances between the houses made a more frequent service economically improvident.

Favorable action has been withheld on over 3,000 petitions where scanty population, bad roads, unbridged streams, or gate obstructions rendered satisfactory service difficult or impossible. At the close of the fiscal year 1905-6, 35,766 rural routes were in operation. On the same date there were awaiting action 3,099 petitions for the establishment of routes in new territory or for the extension of existing service by additional routes. On the 1st of October last there were only 1,963 uninvestigated petitions pending, as against 3,853 of similar petitions at the corresponding period in 1905. This indicates that the maximum in the demand for new service has been reached and that increased attention can now be devoted to the work, heretofore undertaken by the Department, of systematically improving and developing existing service by general inspection. This reorganizing work it is proposed to continue and extend during the remainder of the fiscal year.

Considerable progress has been made in this direction by welding scattered routes into a uniform system of complete county service, rearranging and equalizing the length of routes in connection therewith, eliminating as far as possible minor post-offices patrons of which can be fully reached by the rural service, and curtailing or recommending for discontinuance the star routes previously maintained for their supply. This method of administration now prevails in more than 450 counties, 164 new county services having been installed during the fiscal year, and 98 additional county services being now in process of establishment. The saving thus effected by the discontinuance of fourth-class post-offices and star routes should have consideration in connection with the estimated aggregate net cost of rural delivery.

CARRIAGE OF PARCELS BY RURAL CARRIERS.

I recommend that provision be made for the carriage by rural carriers, at a fair rate of postage, of small parcels on rural routes, such privilege to be restricted in each case to the limits of the particular route on which the parcel originates; or, if found feasible, to all the routes emanating from a single post-office.

GOOD ROADS AND RURAL DELIVERY.

In cooperation with the Department of Agriculture, systematic efforts have been made during the year to secure the improvement of the roads traversed by rural carriers. Road officials in the States of Illinois, Iowa, Maine, Minnesota, Missouri, New Jersey, New York, and Wisconsin have asked for and, by instruction of this Department, have obtained information from rural carriers as to the condition of the roads, bridges, and culverts upon rural routes, of what materials the roads are composed, how frequently and in what manner they are worked, and what road-building materials are available in each vicinity. Postmasters of rural delivery offices in the States named have been requested by the Department to aid the State and local officials in all efforts to secure the betterment of the highways on which rural routes are maintained.

In some of the States legislative action has been invoked to secure this end. Indiana took the lead in passing a stringent rural-road improvement act. The statute now in force in that State makes it the duty of the road commissioners, township trustees, and road supervisors to keep in repair and passable condition all roads under their jurisdiction on which rural-delivery routes are established and to see that such highways are properly drained and kept free from snowdrifts and obstructions of every kind. Five per cent of the road funds are required to be set apart each year for carrying into effect the provisions of this law. Failure on the part of any road supervisor to enforce the provisions of the act, after receiving five days' notice of the defective condition of the highways, is made a misdemeanor; punishable by a fine of not less than \$1 and not more than \$25 a day so long as the defective or impassable condition of the roads is allowed to continue. A law has been passed by the Pennsylvania legislature requiring all public highways to be kept in condition

for travel and imposing penalties upon local officials for failure to repair the highways after due notice has been given them. In Virginia, Louisiana, and other States concerted efforts are being made to secure better roads for the rural service.

It is hoped that similar movements may soon be extended to the prairie States and to those sections of the country where swampy lowlands prevail, as well as to the mountainous regions through which the Appalachian Range extends.

In view of the material aid received by this Department through the cooperation of the Department of Agriculture in securing necessary improvements upon public roads traversed by rural carriers, it is not improper for me to unite with the Secretary of Agriculture in asking an adequate appropriation for that service.

SUPPLIES.

The consolidation of the different supply sections throughout the Department with the division of supplies has resulted in a concentration under one head of the supplies for the postal service.

Since the reorganization of the Department a thorough investigation has been made of the business methods employed in this division, and changes have been recommended that will greatly improve the present method of business when completely carried into effect. Already there is much improvement in the matter of ordering and distributing supplies. Satisfactory progress in the betterment of the service is greatly retarded by the lack of adequate quarters in a single building for the storage and handling of supplies. The necessity for the erection of a fireproof building to accommodate all the materials required to be kept in stock is most urgent. To avoid interruption to public business which would result from the destruction by fire of the valuable supplies kept in storage by the Post-Office Department a portion of them were removed to another building. Both the building occupied by the division of supplies and this annex are utterly unsuited to the purposes to which they are put and reflect discredit upon the Government. At present, the several sections of the division being scattered in different buildings, it is impossible to bring them into a complete merger. It is therefore most earnestly hoped favorable action will be taken on the recommendation, made in previous pages of this report, for a suitable

building that will permit the necessary complete consolidation of the various sections.

DEAD LETTERS.

The work of the division of dead letters is in good condition, and its methods have been so simplified and improved that the only thing essential to perfect the service is additional help. While it has been possible to strengthen somewhat the clerical force from reductions made in other divisions under the new methods inaugurated, the force is still unequal to the task of doing thoroughly the work that should be accomplished. This condition, however, applies only to the returning branch of the division, which restores to senders undelivered letters not containing inclosures of value. It is the intention, as soon as force sufficient can be employed, to return all undelivered letters which disclose the names and addresses of senders. If the estimates submitted for increase of the clerical force are approved by the Congress it will be practicable to carry on this important work effectually.

The number of returnable letters restored to senders during the month of October exceeded that for the same month in the preceding year by 11 per cent.

There has been improvement in methods of detail, due in a measure to recommendations made by the departmental commission appointed to investigate the workings of the division, through which needless duplications of records and general work have been discontinued.

It is recommended that the necessary legislation be enacted to provide an improved method of disposing of undeliverable articles with a view to eliminating from the annual sales the objectionable element of chance which obtains in the present practice. This can be attained by amending section 3938 of the Revised Statutes in accordance with the terms of a bill presented in the last session of Congress (H. R. 18533 or S. 6421).

INCREASED FACILITIES FOR THE PUBLIC.

During the year special attention has been given to the needs of the public for increased facilities for obtaining postage stamps and stamped paper, and for extending the registry and money-order

services. Although no pronounced demand has as yet manifested itself for books of stamps of other than the common denomination of 2 cents, the practicability of providing them is under advisement, and also of having the signs on post-offices include the name of the office and the abbreviation of the name of the State in which it is located.

Provision has already been made for additional facilities for obtaining postage stamps at railroad and ferry depots and at other public places. This may be accomplished in part by the establishment of additional numbered postal stations, and also by the use of automatic stamp-vending machines, with regard to which certain preliminary experiments have already been made.

Great care is also being exercised to have letter boxes, wagons, and other portions of the Department's equipment present a creditable appearance.

SUGGESTED IMPROVEMENTS IN THE SERVICE.

The highest efficiency in any service can be attained only by furnishing the natural and proper incentives of recognition of merit and adequacy of compensation. These are the essentials from which develop unity of purpose and unity of accomplishment in any large body of employees.

One of the most important steps therefore that can be taken for the immediate betterment of the postal service lies in the suggested increases of compensation among certain classes of employees. This is, however, but one of many improvements that can be made.

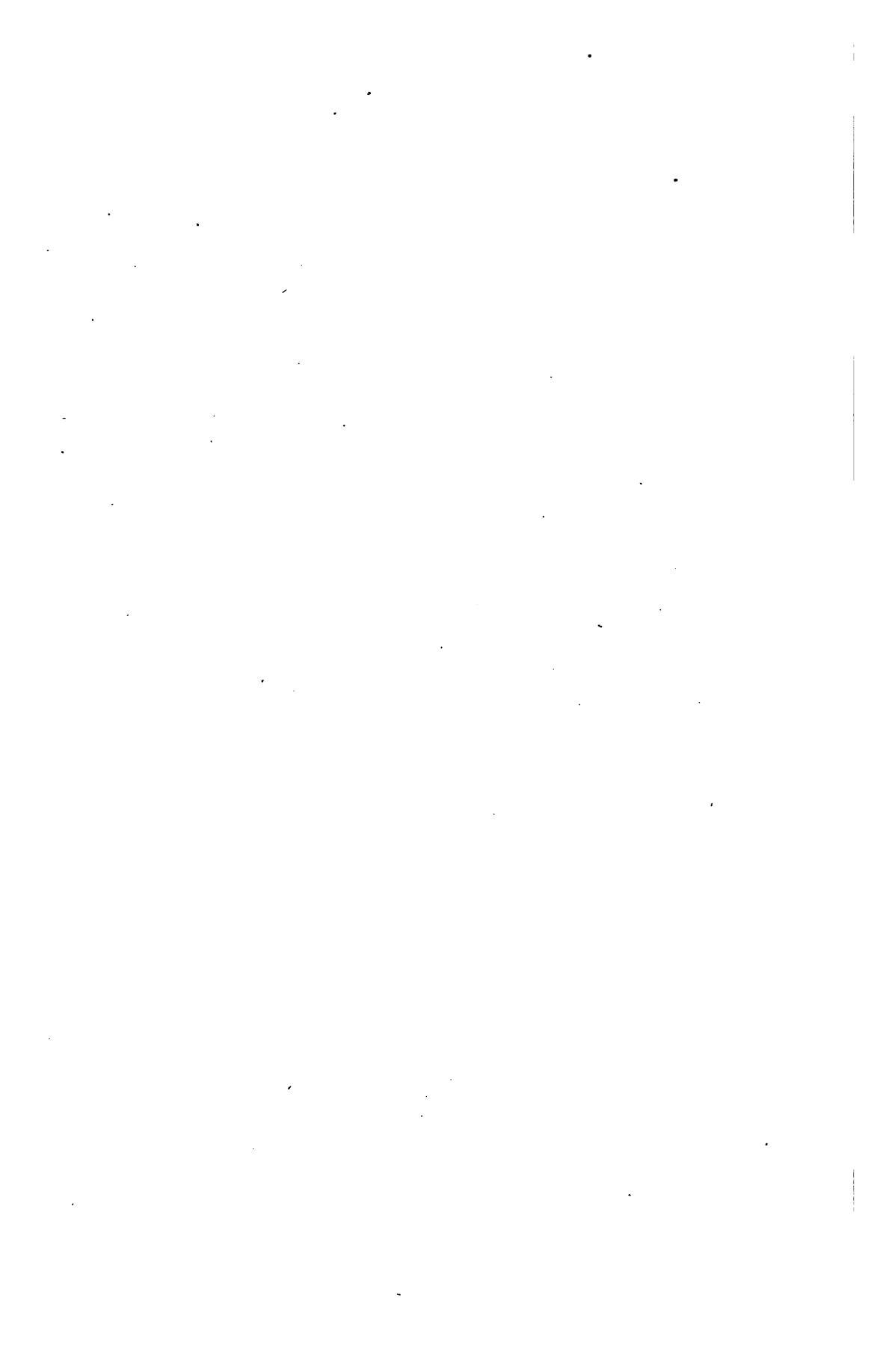
There can be further economies in rural delivery without any impairment of that service. By a more precise method of determining the basis of pay for the transportation of the mails, the Department can be relieved of an unbusinesslike feature of administration with a probable decrease in expenditures. By the enactment of a sensible law as to second-class matter, the Department and reputable publishers can be saved embarrassments they now suffer, and the postal receipts be materially increased. By a proper system of accounting, the Department can be placed upon a better business footing and incidentally credited with work for which it now receives no credit. And as a result of these and other needed changes the deficit, which is, in fact, only a paper deficit, can be altogether eliminated.

Progress toward these improvements will open the way for investigations to determine the feasibility of the adoption of many important policies of administration—reduction of postage, both domestic and international, postal savings banks, parcel post, postal telegraph and telephone, and others—the merits and defects of all of which should have in the not distant future the fullest consideration.

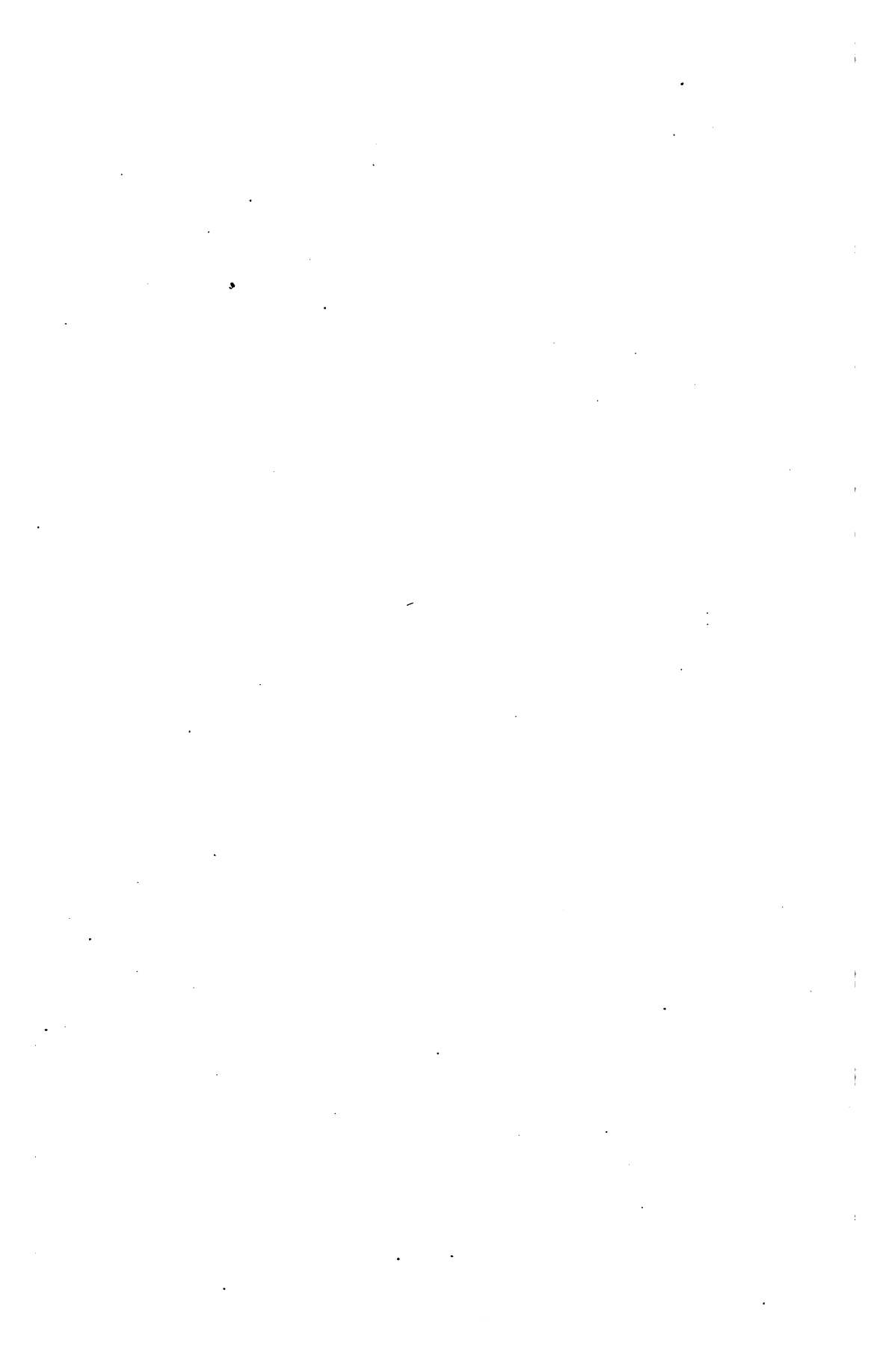
In April, 1905, upon the recommendation of the Department, the present policy regarding fourth-class postmasters was announced, namely, that incumbents would be retained during satisfactory service. This has now been extended until it practically embraces the postmasters of the Presidential class. Nearly two years of administration confirm me in the opinion that the postmasters of the country should be appointed by no party primarily as rewards for political activity, but primarily on the basis of fitness for the work and regard for the wishes of the communities they serve.

I know of no one thing that will do more for the postal service than continued insistence upon the policy of substituting business for politics in the administration of its affairs.

GEO. B. CORTELYOU,
Postmaster-General.



REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL FOR
THE POST-OFFICE DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



R E P O R T
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE
DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, September 26, 1906.

SIR: I have the honor to submit the following report of the operations of the office of the Assistant Attorney-General for the Post-Office Department for the fiscal year ended June 30, 1906:

The rapid extension of the postal service and the progressive measures necessary to keep pace with the ever-increasing needs of the country in the matter of mail facilities operate constantly and inevitably to add to the volume of business of the several offices embraced in the organization of the Post-Office Department, and of none is this more true than of the office of the Assistant Attorney-General. The year which closed June 30 last, in many ways the most trying one in the experience of this office, by reason as well of the many difficult matters upon which it was called to pass as of the unprecedented volume of work, was unusually productive of results which were valuable alike to the Post-Office Department and to the wide and varied public interests which it so efficiently serves.

FRAUDULENT SCHEMES AND LOTTERY ENTERPRISES.

By section 3929 of the Revised Statutes, as amended by the act of September 19, 1890, the Postmaster-General is authorized, upon evidence satisfactory to him that any person or company is engaged in conducting through the mails a lottery or similar enterprise, or a scheme for obtaining money or property by means of fraudulent pretenses or false representations, to direct the postmaster at any post-office at which registered letters may arrive addressed to such person or company to return such letters, stamped "Fraudulent," to the writers thereof. Section 4041, as amended by the same act, empowers the Postmaster-General to forbid the payment of money orders drawn to the order of any person or company found to be using the mails in the conduct of a lottery or fraudulent scheme, and to provide by regulation for the repayment to the remitters of the sums named in such money orders. By the act of March 2, 1895, section 4, the provisions of section 3929 as amended are extended to "all letters or other matter sent by mail."

By regulation, the duty of considering the evidence gathered by post-office inspectors tending to establish that the mails are being used in the conduct of lotteries or fraudulent schemes is assigned to the Assistant Attorney-General. To him, accordingly, are forwarded the reports of inspectors showing the results of their investigations. These reports and the evidence submitted with them are carefully examined, and in those cases in which it is indicated *prima facie* that the mails are being used in contravention of the statutes the party seemingly chargeable with the violation is furnished with a statement or memorandum setting forth the scheme in brief, and informed that on a day stated he will be afforded opportunity to make answer to the allegations, also contained in said memorandum, that he is conducting an enterprise prohibited by law. It is the uniform practice to require the filing of a written answer to such allegations or charges on or before the day fixed, although this may be supplemented by oral argument or explanation, if desired. The charges, evidence in support and defense of them, and the answer submitted are considered by the Assistant Attorney-General. If, in his judgment, it is established that the scheme in question is one which is prohibited by the statutes, a memorandum is prepared for submission to the Postmaster-General showing the charges, the evidence adduced in support of them, the answer and the evidence offered by way of defense or explanation, and the conclusion reached thereupon by the Assistant Attorney-General. Upon this memorandum final action is taken by the Postmaster-General, consisting either in the issuance of a prohibitory order, in pursuance of the statutes referred to, or the dismissal of the charges.

During the year ended June 30, 1906, there have been 351 citations to appear and make answer to charges of illegal use of the mails, and fraud orders to the number of 273 have been issued. Of the total number of orders issued, 29 were supplemental to previous orders, and intended to reach those concerns and persons who, having been declared fraudulent, were seeking to continue their operations under new names; and 31 were against foreign lottery companies and their agents who were found to be using the mails of the United States in the promotion of lotteries. In such cases citations are not necessary and would accomplish no useful end. In the case of supplemental orders, full hearing has been already accorded the parties interested, and the illegal character of the enterprise established, while hearings in the case of foreign lotteries are needless and quite impracticable. It will therefore be seen that, excluding the orders against foreign lotteries and orders supplemental to those previously issued, the citations exceeded the fraud orders in number by 138.

Of the total of 242 domestic fraud orders issued during the year, 239 were directed against schemes to defraud, and 1 against a lottery enterprise. The 2 remaining orders included in the total were issued under the provisions of the act of March 2, 1889, by authority of which mail matter addressed to any fictitious name, which is ascertained to be used in the conduct of an unlawful business of any kind, may be treated as undeliverable.

It is seen that there was a decrease of 84 in the total of fraud

orders issued, as compared with the fiscal year ended June 30, 1905. This decrease, however, is more apparent than real—82 of the 357 orders issued in the former year being by way of supplement to previous orders, while of the 273 promulgated during the latter year only 29 were supplemental. The actual decrease is therefore represented by 31. Moreover, there was an increase during the fiscal year just closed of 41 in the number of cases in which citations were issued for the appearance of those ascertained *prima facie* to be conducting schemes to defraud; and in most of these hearings were held. On the whole, the work performed in suppressing lotteries and other unlawful schemes exceeded in volume that of the previous year.

Nor is the actual decrease of 31 in the number of orders issued, in comparison with the preceding year, to be taken as evidence that official vigilance has been in any degree relaxed, but as showing that the vigorous policy entered upon over three years ago, and industriously pursued since that time, has had the effect of discouraging in very considerable measure the launching of swindling enterprises.

In some cases it is found at the hearing upon the charges that the evidence in the possession of the Post-Office Department is insufficient to establish a violation of law, or that the scheme had been abandoned prior to the sending of the citation and is no longer in existence, or that for some other good reason a fraud order is unwarranted or unnecessary. It sometimes occurs that legitimate enterprises are so advertised as to mislead the public, with the result that complaints of fraud are received by the Post-Office Department. In those instances, however, in which it is established satisfactorily that the misleading advertisements were framed without intention to defraud, and that in all other respects the business is fair and honest, opportunity is afforded to eliminate such advertisements, or the objectionable portions of them. In all these cases complete adjustment of the matters complained of and the filing of an affidavit that the deceptive representations will be at once eliminated, and not at any time thereafter used, are required. Failure to conform strictly to the promise embodied in the affidavit is promptly followed by the recommendation that a fraud order be issued.

The record of fraud and lottery cases reported upon by post-office inspectors, which was inaugurated in December, 1904, and to which reference was made in my annual report for the fiscal year ended June 30, 1905, has been continued and has proved of considerable value. It shows that during the past fiscal year 1,178 reports of this character have been made, as against 803 for the seven months of the previous fiscal year during which the record was kept, or a slight increase for the last fiscal year.

In most cases the investigations by inspectors are instituted upon complaints received from the public, but not infrequently this office or the inspectors themselves take the initiative. Very commonly published advertisements afford good reason for the surmise that the concerns publishing them are engaged in fraudulent practices, and whenever such advertisements come to our notice or information is received from any other source indicating that the mails are being unlawfully used the matter is at once called to the attention of the division of post-office inspectors and request made that it receive prompt investigation.

BILLS FOR INJUNCTIONS.

During the year five applications have been made to the Federal courts for injunctions restraining the enforcement of orders issued to postmasters under authority of the act of September 19, 1890, and section 4 of the act of March 2, 1895 (*supra*), forbidding the delivery of mail and payment of money orders to persons and companies found to be conducting lotteries and fraudulent enterprises. Those seeking such injunctions were:

Bryant Brothers and Bryant Brothers Company, Dallas, Tex.
Ozonized Ox Marrow Company, Chicago, Ill.
People's United States Bank and E. G. Lewis, St. Louis, Mo.
The New York Institute of Physicians and Surgeons and Thomas F. Adkins, Rochester, N. Y.
The Nutriola Company, Chicago, Ill.

In all these cases, except that of the Ozonized Ox Marrow Company of Chicago, Ill., which is now pending in the United States Circuit Court for the Northern District of Illinois, the position of the Department has been upheld and the injunction applied for denied.

In my report for the fiscal year ended June 30, 1905, reference was made to the case of the Becker Brothers Company and the Haydock Distilling Company, conducted by Abram Rosenberger at Kansas City, Mo., in which an injunction had been granted by the United States District Court for the Western District of Missouri, restraining the postmaster at Kansas City, Mo., from proceeding under the fraud order in respect of mail addressed to those companies, and in which an appeal had been taken by the United States to the Circuit Court of Appeals for the Eighth Circuit. It is gratifying to be able to report at this time that the Circuit Court of Appeals reversed the holding of the lower court, thus sustaining the position of the Post-Office Department in respect of cases of this character.

"GUESSING" CONTESTS AND OTHER PRIZE SCHEMES.

In an opinion dated November 28, 1904, and addressed to Postmaster-General Wynne, Attorney-General Moody held that guessing contests, so called, are lotteries within the meaning of the act of September 19, 1890, and supplemental statutes, and that the conduct of such enterprises through the medium of the mails is therefore prohibited by the provisions of those statutes. In pursuance of this opinion, which is fully supported by judicial decisions, the Post-Office Department at once entered upon the policy of rigidly excluding from the mails all publications and other matter advertising or relating to such enterprises. The results of that policy, which has been consistently followed, are shown in the fact that guessing contests, so called, which possess all the vices and pernicious influences of lotteries, have almost completely disappeared.

These schemes were of two classes. In the one were embraced those enterprises adopted by publishing or commercial houses merely as an incidental feature of their business, and for the purpose of increasing the circulation of publications or inducing purchases of goods; and in the other were those operated under the names either of individuals or corporations, and designed primarily for direct

financial gain. In the former class the privilege of "guessing" was given as a premium or bonus with a subscription or purchase of merchandise; in the latter it was sold outright. Nothing was too frivolous or sacred to be guessed at, and the moneys gathered in from the unthinking by means of these demoralizing schemes ran far into the millions of dollars. Very often this method was used as the convenient means of disposing of worthless corporate shares and exploiting irresponsible or "wildcat" financial enterprises; the prospect of obtaining for a small payment a share of stock in an incorporated company, as well as a chance to win a large money prize, being irresistible to those credulous persons whose main occupation seems to be the seeking of something of great value in return for practically nothing.

Even where these schemes were carried out as advertised, the amounts received from contestants exceeded very largely the total value of the prizes distributed; but the cases were numerous in which the enterprise came to an end simultaneously with the receiving of the last guess and remittance, and there was never any award of the prizes.

Of course the suppression of guessing contests was followed by attempts on all sides to accomplish the same results by other methods. Prominent among these were offers of prizes for the best name, the best suggestion, the best essay, etc. Thus for the best name for a projected publication or mining corporation \$10,000 would be offered, with subordinate prizes for names next in order of merit; but to be eligible to enter the "competition" annual subscription must be entered for a publication at the price, say, of \$1 or \$2, or a share of stock of a corporation purchased, say, at \$1 to \$5. The prizes could, of course, be awarded to any of the competitors according to the taste or whim of the offerer, so that in all essentials the scheme was a lottery or guessing contest. The real object was plainly not to obtain the most suitable name, but a large sum of money in consideration of the promise to return a part of it in the form of prizes to some of the persons by whom paid. The publication, which every competitor was entitled to receive for one year, may have had some value if ever actually issued, but the share of stock was usually worthless. The lottery statutes contemplate not only lotteries, but also gift enterprises and "similar schemes offering prizes dependent upon lot or chance," and this office holds schemes of the character here outlined to come within that definition, if for the privilege of competing a valuable consideration is required.

OBSCENE AND INDECENT MATTER.

The policy of applying and enforcing more strictly the statute prohibiting the transmission in the mails of publications or other matter containing obscene or suggestive illustrations or advertisements, which policy was inaugurated nearly two years ago, has resulted beneficially and is being continued unabatedly. Among the concerns affected by this policy are many of those offering so-called "cures" for sexual diseases, whose advertisements are frequently found to be obscene as well as fraudulent, and whose remedies are in many instances not only worthless, but positively injurious to health.

The importance of the closest possible scrutiny of the operations of such concerns, with the object of protecting the unfortunate from fraud and physical harm, is self-evident.

Many such offenders have had their enterprises suppressed by means of fraud orders or the exclusion from the mails of their advertising matter, and there will be no relaxation of vigilance in respect of them.

OPINIONS.

By the postal regulations the Assistant Attorney-General is charged with a variety of duties in addition to the highly important and semijudicial function of hearing and considering cases of alleged unlawful use of the mails, all of which have relation more or less direct to the Federal statutes governing the Post-Office Department and the postal service. The duty of giving to the Postmaster-General and the heads of the various bureaus of the Post-Office Department, and to postmasters, opinions and advice upon questions of law arising in the course of administration of the postal service, involves in a large degree the interpretation of statutes, contracts, and postal conventions with foreign countries. Manifestly this is a very exacting and responsible duty, requiring in its proper discharge exceeding care, and frequently exhaustive search of authorities.

During the year ended June 30, 1906, there have been rendered 1,785 official written opinions, as compared with 1,382 during the preceding year. Of the whole number of opinions given in writing, 272 were upon miscellaneous questions of law, many of which involved the construction and application of statutes, the interpretation of contracts, etc., in comparison with 184 in the previous year. Much time and research are usually required for the preparation of an opinion of this character, and an increase of nearly one-third in the number of such opinions in a single year means an immense addition to our official labors. The remaining 1,513 opinions were in the nature of rulings upon the admissibility of matter to the mails under the provisions of the act of September 19, 1890, amending sections 3894, 3929, and 4041 of the Revised Statutes; the question for determination in these cases being whether or not the plan of business to which such matter related was a lottery enterprise or a fraudulent scheme within the meaning of said act. These, of course, are disposed of with much less difficulty than miscellaneous opinions, but an increase in the year just closed of 318 over the large total for the preceding year represents a very extensive addition to the official correspondence.

No record, of course, is kept of the verbal and informal opinions given to departmental officers upon questions of law constantly arising and relating to matters requiring immediate disposition.

CONTRACTS EXAMINED.

Contracts for supplies or services, or for the use of buildings as post-offices, postal stations, or like purposes, in large number have been examined and approved as to form during the year. The number of contracts for supplies and services passed upon was 128. This is a decrease from the number passed upon during the last year, and is due to the fact that a large number of four-year contracts were then examined.

The keeping of accurate record of the leases of buildings for post-office purposes passed upon by this office was begun November 23, 1904. From and including that date to and including the date of June 30, 1905, such leases, to the number of 262, were examined and approved. During the past year there were 447 leases examined, or a proportionate increase over the number reported last year.

CLAIMS FOR REWARD.

During the fiscal year 102 claims for reward for services rendered in the detection, apprehension, and conviction of post-office burglars, highway mail robbers, and other offenders against the postal service, were examined, and advice as to their allowance or disallowance conveyed in formal communications to the chief post-office inspector; being an increase of 1 as compared with the number of such claims passed upon the previous year.

PETITIONS FOR PARDON.

During the year the cases of 80 persons convicted of offenses against the postal laws, and in behalf of whom petitions for executive clemency were filed, have been reported upon to the Attorney-General, with recommendation that the petition be either granted or denied, being a decrease of 5 from the number of such cases reported upon in the preceding year.

CLAIMS OF POSTMASTERS FOR REIMBURSEMENT FOR LOSSES SUSTAINED.

By the acts of Congress approved, respectively, May 9, 1888, and June 11, 1896, the Postmaster-General is authorized to reimburse postmasters in sums not exceeding \$10,000 for losses of Government funds resulting from "fire, burglary, or other unavoidable casualty," at their respective post-offices, and for losses of such funds in transit from postmasters to their designated depositories. The Assistant Attorney-General is required by the postal regulations also to make examination of this class of claims and advise the Postmaster-General in the matter of their allowance.

The number of such claims received during the fiscal year just closed was 1,181, being an increase in the number received of 11 as compared with the fiscal year immediately preceding, and a decrease of 16 in comparison with the year ended June 30, 1904. The number of claims allowed was 893, an increase of 14 as compared with the preceding year. The number disallowed was 261, representing a decrease of 5 as compared with the year previous. Six claims were withdrawn and 42 dismissed, being a decrease of 5 in both cases as compared with the previous year. The dismissal of claims results from the recovery of the funds on account of the loss of which reimbursement is asked, and the withdrawal of a claim is the voluntary act of the claimant. The total of the allowance was \$128,208.05, as against \$108,108.11 allowed the previous year and \$150,278.55 allowed during the year ended June 30, 1904. The number of claims settled—that is to say, allowed, disallowed, withdrawn, and dismissed—was 1,205, being an increase in comparison with the previous

year of 2, and a decrease from the number settled during the year ended June 30, 1904, of 24. Of those allowed, three were claims which had been previously disallowed, but which, upon the presentation of new evidence, were reconsidered and allowed. The number of claims pending June 30, 1906, was 512, being a decrease of 21 in comparison with the number pending at the close of the preceding year.

In pursuance of the act of March 17, 1872 (22 Stat. L., 29), as amended by the act of May 9, 1888 (25 Stat. L., 135), and the act of June 11, 1896 (29 Stat. L., 458), there has been prepared for submission to Congress a statement in tabular form showing in detail the claims of postmasters for reimbursement for losses of money-order and postal funds, including stamps, which have been examined and considered in this office and acted upon by the Postmaster-General during the fiscal year just closed, with the amounts claimed, amounts allowed, disallowances, causes of loss, etc.

OFFERS OF COMPROMISE.

Somewhat similar is the duty of considering offers of compromise of liabilities to the United States, submitted on behalf of mail contractors, former postmasters, and others, as well as propositions to remit fines, penalties, and forfeitures accruing to the Government under postal statutes, and submitting them to the Postmaster-General with advice as to his official action.

During the year 34 offers, made by or on behalf of postmasters and contractors for transporting the mails or furnishing postal supplies, to compromise indebtedness owing by them to the United States and certified to the Postmaster-General by the Auditor for the Post-Office Department, under the provisions of sections 295 and 409 of the Revised Statutes, have been received from the Postmaster-General and returned to him with the advice that they be accepted or rejected, according to the circumstances of the particular case. This is a decrease of 7 from the number of such offers received and disposed of during the previous year.

PRINTING AND BINDING OF OPINIONS.

Of the sum of \$5,000 provided in the act making appropriations for the service of the Post-Office Department for the year ended June 30, 1904, for "printing and binding the opinions of the Assistant Attorney-General for the Post-Office Department," \$4,208.75 was expended in printing and binding two volumes of such opinions. Of each of these volumes 100 copies were made, of which 60 copies were bound in sheep and 40 in paper. It was estimated to be impossible to print and bind larger numbers of these volumes with the appropriation available, but, as is seen, \$791.25 of the sum of \$5,000 provided was unused, and this sum lapsed on June 30, 1905, and was covered into the General Treasury. The greatest economy was exercised in connection with this work in order to accomplish as large results as possible with the fund provided. It is estimated, however, that \$10,000 additional will be necessary to complete the work of printing and binding the opinions of Assistant Attorneys-General for the

Post-Office Department, including a satisfactory digest of them. With the exception of copies supplied to the library of the Supreme Court of the United States, the library of the Department of Justice, the Auditor for the Post-Office Department, and the Philippine postal service, the distribution of the 100 copies of each of the volumes now in print has been limited to the bureaus of the Post-Office Department and to those officers of the postal service having greatest need for them. But even under this arrangement the edition of each volume is nearly exhausted. Electrotypes of the contents of these volumes have been made, however, and of course additional copies can be printed whenever funds for that purpose are provided by Congress.

I renew the recommendation made in my last two annual reports, that an appropriation of \$10,000 be made by Congress to cover the cost of this work.

SUMMARY.

The following brief summary will indicate more clearly the volume of work performed during the year in comparison with that of the previous year:

	1904-5.	1905-6.		1904-5.	1905-6.
Citations	310	351	Claims for reward	101	102
Fraud orders issued	357	273	Applications for pardon	35	80
Reports of inspectors on lotteries and fraudulent schemes received and ex- amined	^a 803	1,178	Offers of compromise	41	34
Opinions and rulings	1,382	1,785	Contracts examined	170	128
			Leases examined	^b 262	447
			Claims of postmasters settled.	1,201	1,205

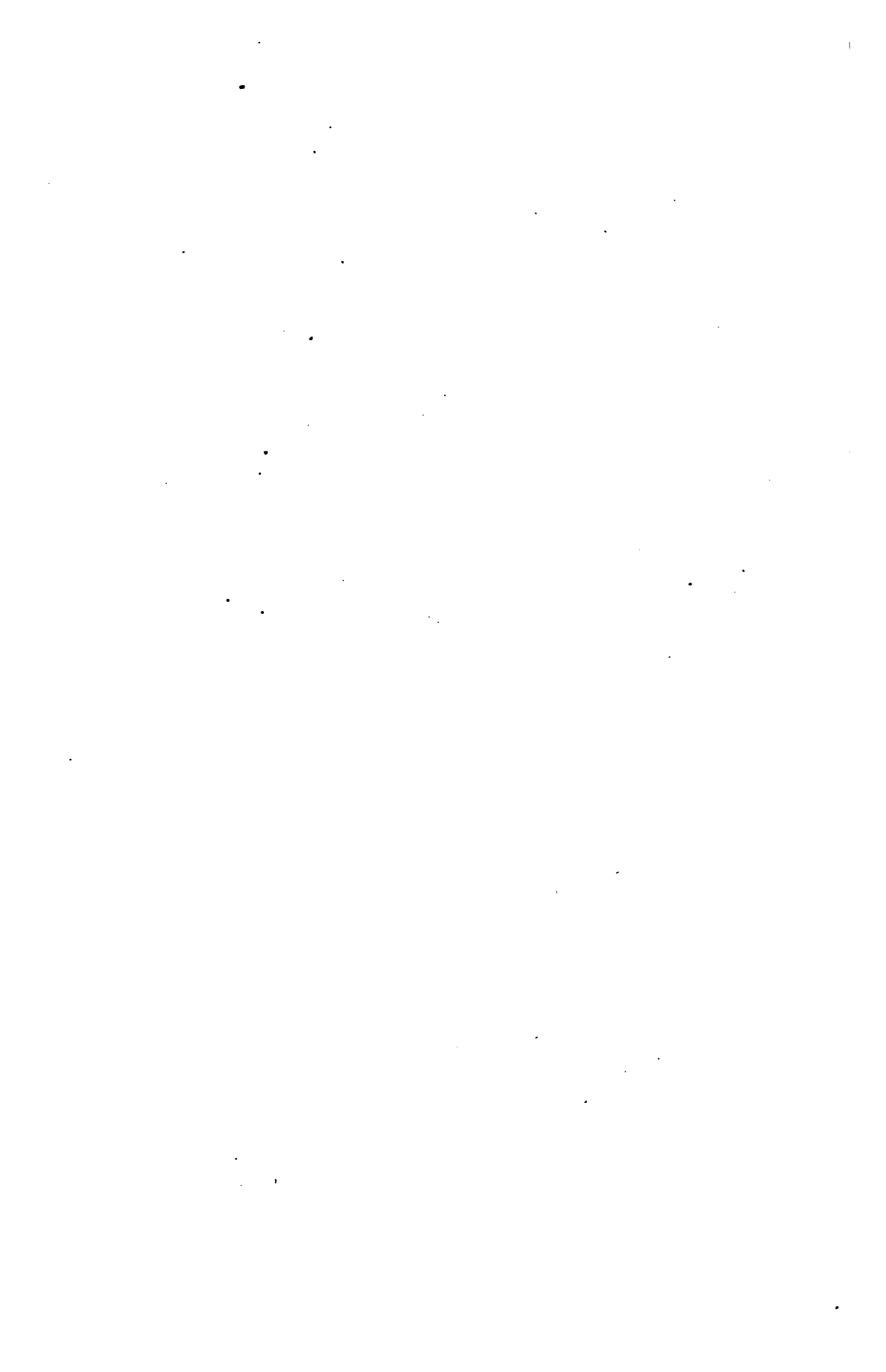
^a December 5 to June 30.

^b November 23 to June 30.

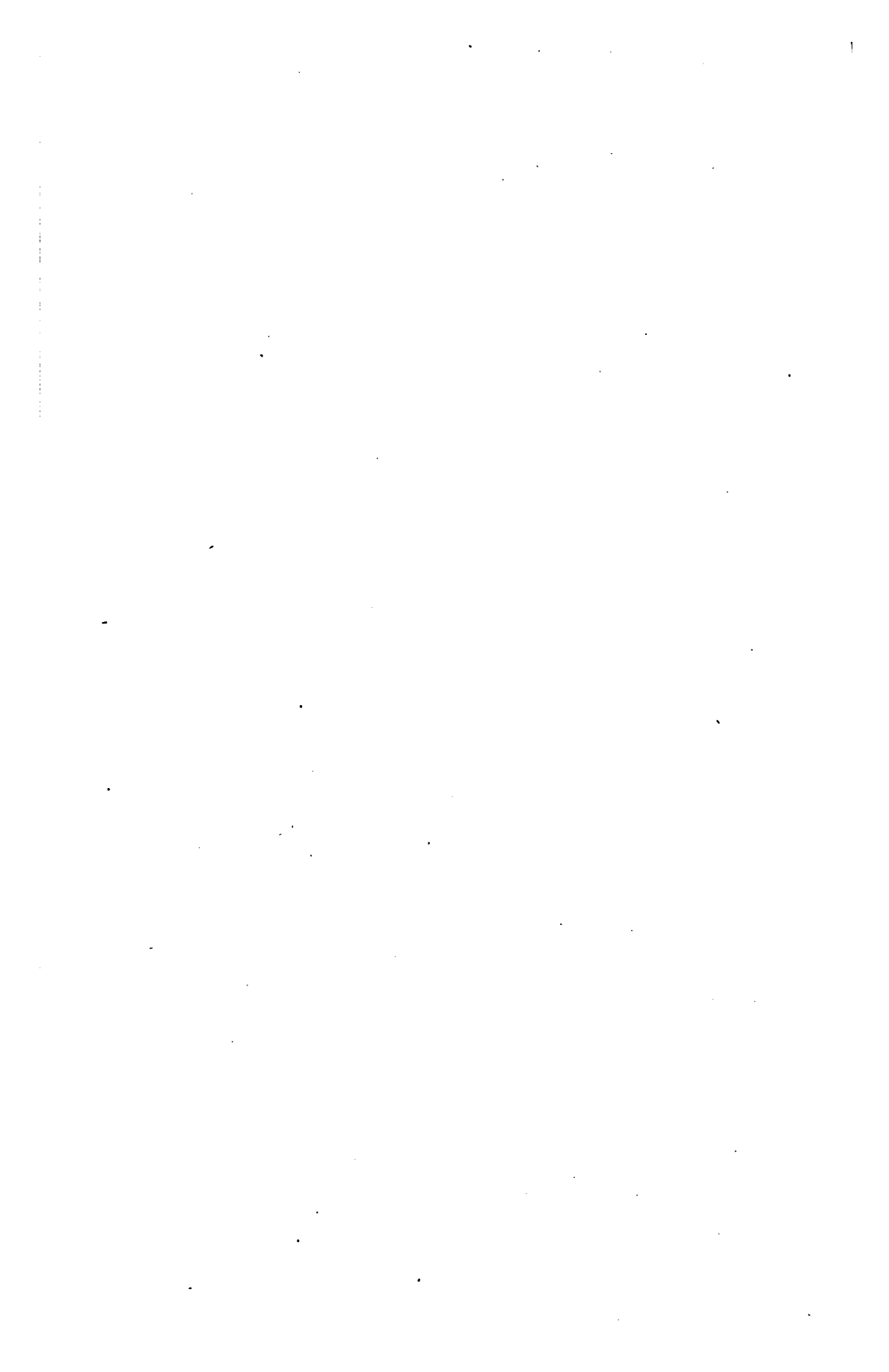
Respectfully submitted.

R. P. GOODWIN,
Assistant Attorney-General.

Hon. GEORGE B. CORTELYOU,
Postmaster-General.



REPORT
OF THE
PURCHASING AGENT FOR THE POST-OFFICE
DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



REPORT
OF THE
PURCHASING AGENT FOR THE POST-OFFICE
DEPARTMENT.

POST-OFFICE DEPARTMENT,
OFFICE OF THE PURCHASING AGENT,
Washington, October 27, 1906.

SIR: I have the honor to submit the following report of the business transacted by this office during the fiscal year ended June 30, 1906:

The methods of purchasing supplies for the Post-Office Department and the postal service under the provisions of section 3709 of the Revised Statutes are as follows:

1. Under formal contract made after advertising in newspapers.
2. Under contract made after advertising by circular letters sent to dealers, and by notices posted in public places.
3. Upon noncompetitive quotation without advertising, under an exigency of the service which existed prior to the order and would not admit of the delay incident to advertising.
4. Upon noncompetitive quotation without advertising, it being impracticable to secure competition because—
 - a. Under a formal contract for construction there arises a necessity for additional work practicable of performance only by the contractor.
 - b. The articles wanted are patented or copyrighted and not on sale by dealers, but by the owners of the patent or copyright or their agents or assigns alone, at a fixed and uniform price.
 - c. There is only one dealer within a practicable distance from whom the articles can be obtained.
 - d. Prices or rates are fixed by legislation, either Federal, State, or municipal, or by competent regulation.
 - e. Previous advertising for the identical purchase has been followed by the receipt of no proposals or only of such as were unreasonable, and under circumstances indicating that further advertising would not alter results.

As requisitions originate in the bureaus in which supplies are used, the quantity and kind of supplies required are determined by the heads of the different bureaus. After requisitions have been received it is the duty of the purchasing agent to examine the same, and if he considers them proper, to purchase the articles called for in the manner prescribed by the statutes; to see that the goods delivered conform to the requirements of the specifications or orders, and that they are paid for at the proper prices.

The contracts for furnishing general supplies during the fiscal year ended June 30, 1906, were awarded and the preliminary work connected therewith was done during the preceding fiscal year.

The following table shows the amounts expended for the different kinds of supplies purchased for the Post-Office Department and the postal service during the fiscal year ended June 30, 1906, with the number of orders issued and the appropriations from which said amounts were paid:

POST-OFFICE DEPARTMENT.

Appropriation.	Under formal contract.		Open market.	
	Number of orders.	Amount.	Number of orders.	Amount.
Stationery and blank books, including amount necessary for the purchase of free-penalty envelopes.....	615	\$8,989.33	144	\$934.75
Fuel and repairs to heating, lighting, and power plant, including repairs to elevators, and not exceeding \$6,000 for changes in boiler furnaces to adapt them to the use of anthracite coal.....	51	16,172.18	159	19,973.85
Gas and electric lights.....			2	1,189.34
Plumbing.....			14	972.07
Painting.....	9	41.52	20	430.32
Carpets and matting.....	8	1,125.60	3	121.90
Furniture.....	49	1,456.47	80	2,307.86
For purchase, exchange, and keeping of horses and repair of wagons and harness, to be used only for official purposes.....	81	885.99	15	364.45
Hardware.....	21	104.96	28	137.95
Miscellaneous items, including law books, books of reference, railway guides, city directories, and books necessary to conduct the business of the Department.	102	4,463.71	183	5,110.69
Official Postal Guide.....	16	18,839.94	1	15.00
Post-route maps.....	53	17,579.24	29	3,489.29
Postage stamps for correspondence addressed abroad which is not exempt from postage under Article 8 of the Paris Convention of the Universal Postal Union.....			7	550.00
Total.....	1,005	69,658.94	685	35,597.38

POSTAL SERVICE.

Miscellaneous items in the office of the Postmaster-General.....	16	\$659.07	69	\$1,275.55
Miscellaneous items in the office of the First Assistant Postmaster-General, including city directories and books of reference.....	8	334.74	43	643.05
Stationery for postal service.....	405	59,492.90	95	4,957.41
Wrapping twine and tying devices.....	84	173,853.26	10	1,107.85
Wrapping paper and paper for facing slips.....	26	48,340.30	7	92.75
Letter balances, scales, and test weights, and repairs to same, and for tape measures.....	14	6,232.60	53	1,856.57
Postmarking and rating stamps, and repairs to same, and ink and pads for stamping and canceling purposes, and year blocks for old postmarking stamps, not to exceed four consecutive years for each stamp....	275	31,008.87	26	208.36
Rubber stamps and type, metal-bodied rubber type, dates, figures, and holders, and ink and pads for rubber stamps.....	241	4,636.64	8	12.22
Packing boxes, sawdust, paste, and hardware.....	21	1,445.44	16	132.95
Printing facing slips and cutting same, card slide labels, blanks, and books of an urgent nature.....	35	7,288.70	3	2,941.34
Blanks, blank books, printed and engraved matter, binding and carbon paper for the money-order service.	3,199	149,408.53		
Copying presses, typewriting machines, envelope-opening machines, and repairs thereto, for use of the money-order service.....	299	14,651.52		
Exchange on drafts and necessary miscellaneous expenses of the money-order service.....	62	10,470.01		
Rubber and metal stamps and repairs thereto; ribbons, pads, and racks for money-order service.....	97	4,208.08		
Mail bags, cord fasteners, label cases, and for labor and material necessary for repairing equipment, and for incidental expenses pertaining thereto.....	145	182,232.39	123	21,146.53
Mail locks and keys, chains, tools and machinery, and for labor and material necessary for repairing same, and for incidental expenses pertaining thereto.....	54	1,611.75	82	7,653.70
Fuel, gas, oil, and repair of machinery for mail-bag repair shop and lock repair shop.....	59	7,209.65	42	1,008.33
Miscellaneous office expenses of railway mail service, including schedules of mail trains, typewriting machines, and badges for railway postal clerks.....	49	1,861.16	179	4,777.52
Manufacture of adhesive postage and special-delivery stamps, and books of stamps.....	302	410,824.59		

POSTAL SERVICE—Continued.

Appropriation.	Under formal contract.		Open market.	
	Number of orders.	Amount.	Number of orders.	Amount.
Manufacture of stamped envelopes and newspaper wrappers.....	302	\$989,804.18		
Manufacture of postal cards.....	302	164,008.35		
Registered-package, tag, official, and dead-letter envelopes.....	305	190,230.33		
All other incidental expenses of free-delivery service, including letter boxes, package boxes, posts, furniture, satchels, and straps.....	885	134,964.48	34	\$4,402.70
Incidental expenses of rural delivery service, including collection boxes, furniture, satchels, straps, badges, and the making of maps for use in the rural free-delivery service.....	2,169	71,357.25	96	3,523.61
Total.....	9,354	2,666,134.79	886	55,740.44

In the foregoing table all of the supplies except those purchased under formal contracts after advertising in the newspapers are classed as open-market purchases, although about 90 per cent of the so-called open-market purchases were made under contract after advertising by circular letter and by notices posted in public places, and about 10 per cent were made upon noncompetitive quotation without advertising under an exigency of the service or because it was impracticable to secure competition. While it is the policy of the Office to provide by making contracts in advance for furnishing the supplies needed by the Department, owing to emergencies, which can not be anticipated, the diversified character of the articles used and the small amounts sometimes required it is found impracticable to do so in many instances. In all cases, however, regardless of the amount involved, where competition is practicable, ample opportunity is afforded dealers to submit bids, and each purchase made, whether under formal contract, in open market, or as an exigency, receives the same careful attention.

INSPECTION.

All of the supplies ordered for delivery in Washington have been carefully inspected, and when found not to comply with the specifications, if purchased under contract, or not in accordance with the requirements of the orders, if purchased in the open market, have been rejected, except in cases where the articles delivered have been slightly inferior to those called for in the specifications and the exigencies of the service required their acceptance. In such cases the articles have been accepted at a reduced price and proper deductions made from the bills presented for payment.

A large amount of the supplies used by the postal service, such as package boxes, letter boxes, letter box posts, facing slips, letter-copying presses, mail pouches and sacks, and furniture for the rural delivery service, are not delivered in Washington, but are distributed from the different manufactories upon orders issued by the Department. Prior to the organization of the purchasing agent's office package boxes, letter-copying presses, and furniture for the rural delivery service received no official inspection. Under the rules now

in force in this Office all of said supplies are inspected at the respective places of manufacture by representatives of the Department before delivery.

ADVERTISEMENTS, PROPOSALS, AND CONTRACTS.

In addition to the work done in this Office during the year, in connection with the purchase and inspection of the articles mentioned in the foregoing table, a great deal of time was taken up in the preparation of advertisements, specifications, and proposals, in making awards, and in drawing formal contracts for the furnishing of general supplies to the Post-Office Department and the postal service during the fiscal year ending June 30, 1907.

In the following table is given a list of the general supplies for which contracts were made during the last fiscal year as well as for the present fiscal year. For purposes of comparison of prices, the amounts of the purchases for each year (based upon the estimated quantities called for under the specifications of 1906-7) at the varying prices for the years are shown:

	1905-6.	1906-7.
Stationery.....	\$108,850.25	\$105,993.85
Rubber and metal stamps, etc.....	40,287.25	46,797.38
Scales and presses.....	11,274.50	10,985.50
Furniture, carpets, etc.....	8,522.80	8,271.21
Baskets, buckets, etc.....	3,819.28	3,879.75
Dry goods.....	1,723.82	2,033.61
Twine and cordage.....	197,615.10	234,821.90
Hardware and trucks.....	5,975.67	6,480.86
Leather and leather belting.....	9,932.78	11,268.08
Electrical supplies.....	955.50	1,094.70
Paints, oils, etc.....	1,008.76	1,052.04
Lumber.....	3,563.75	3,756.50
Fuel, ice, etc.....	31,492.00	32,726.60
Forage.....	438.90	403.30
Household supplies.....	2,117.00	1,981.70

It will be seen from the foregoing table that the contract prices for several of the different classes of supplies to be furnished during the fiscal year ending June 30, 1907, are greater than the prices paid for the same articles during the preceding fiscal year. The difference is mainly due to an increase in the market prices of raw materials, such as jute, cotton, rubber, iron, steel, leather, etc., from which the articles are manufactured.

All of the above-mentioned contracts for general supplies, as well as all other contracts prepared in this office, were awarded after ample opportunity had been given dealers to compete and each bid submitted had been carefully considered by the committee appointed by the Postmaster-General for that purpose.

In addition to the contracts for general supplies for the fiscal year ending June 30, 1907, above mentioned, several important contracts for furnishing special supplies were awarded, of which the following is a list:

- Postal cards, four years.
- Service envelopes, one year.
- Time cards, four years
- Changes in boiler furnaces (special).

Six thousand letter carriers' canvas satchels (special).
 Fifteen thousand letter carriers' canvas satchels (special).
 Facing slips, plain and printed, one year.
 Envelopes for the Executive Departments, one year.

The prices at which the contracts were awarded for furnishing postal cards, service envelopes, time cards, and facing slips are lower than the prices at which such supplies were furnished under former contracts, and will result in an estimated saving to the Government during the contract terms of about \$26,000 on postal cards, \$20,000 on the envelopes, \$1,300 on time cards, and \$5,300 on facing slips.

FORMAL CONTRACTS—RECAPITULATION.

The number of formal contracts drawn during the year and executed under the direction of the office is shown in the appended statement:

General supplies:	
One year.....	113
Four years.....	4
Envelopes:	
Departmental, one year.....	7
Service, one year.....	1
Facing slips, one year.....	2
Time cards, four years.....	2
Postal cards, four years.....	1
Boiler furnaces (special).....	1
6,000 letter carriers' canvas satchels (special).....	1
15,000 letter carriers' canvas satchels (special).....	1
Total.....	133

CORRESPONDENCE.

No record has been kept of the number of letters written, received, briefed, and filed during the year, but owing to the large amount of business transacted the correspondence was quite extensive and formed an important part of the work of the office.

FILES AND RECORDS.

In accordance with the requirements of the act establishing the office of purchasing agent, all bids, letters, papers, and contracts connected with each transaction are carefully preserved and filed, so that they can be readily examined. In books kept for that purpose is recorded a true and faithful abstract of all bids made for furnishing supplies of the Post-Office Department, giving the name of the bidder, the terms of the offer, and the sum to be paid. These records are at all times open for inspection.

Very respectfully,

W. E. COCHRAN,
Purchasing Agent.

The POSTMASTER-GENERAL.

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REPORT
OF THE
CHIEF INSPECTOR,
DIVISION OF POST-OFFICE INSPECTORS,
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



REPORT OF THE CHIEF INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF INSPECTOR,
Washington, D. C., November 24, 1906.

SIR: I have the honor to submit the following report of work done by the division of post-office inspectors during the year ended June 30, 1906:

The work of this division seems to increase even more rapidly than the general business of the Department, and the year just closed has been the busiest in its history. The statistics of the division consist largely of the numbers of cases made up and cases closed, a case being a request for an investigation and report. During the year there have been made 264,848 such investigations and reports, as against 205,719 during the previous year. These cases cover all sorts of subjects, for inspectors are required to make all the different kinds of investigations that require personal attention. For convenience in handling and recording the cases are divided into classes, distinguished by different letters. A summary of the year's work may be given easiest under the different case headings.

A CASES, REGISTERED MAIL.

In this class of cases are included all investigations which concern the handling, rifling, loss, destruction, delay, or wrong delivery of domestic registered matter. Investigation of these cases involves the tracing, the fixing of responsibility for loss or delay, collection from the one in fault, and frequently the apprehension and prosecution of a thief. During the year 12,742 such cases were made up for investigation and 12,784 were closed. In the previous year 11,077 cases were made up and 9,875 were closed.

B CASES, ORDINARY MAIL.

Complaints as to loss, delay, or improper handling of ordinary domestic mail are the foundation of B cases—the most numerous and the most difficult of investigation. Of the millions of ordinary pieces of mail a certain proportion will go astray even with most careful handling. There is no line of receipts by which to trace as in the case of registered mail. There is no way to tell how large a proportion of these complaints cover cases in which the sender has made mistakes in addressing or by poor penmanship has prevented proper forwarding. The increasing efficiency of the division of dead letters will, by returning a larger percentage of undeliverable pieces of mail,

explain many apparent losses and reduce the number of B cases. Dishonest employees, who develop from time to time, confine their thefts largely to ordinary mail, and B cases in the hands of competent inspectors will point unerringly to the thief in the postal service. During the year 131,396 B cases were made up, as against 117,910 the year before, and 144,594 were closed, as against 101,322 the year before.

C CASES, MISCELLANEOUS.

Under the head of C cases, until recent years, practically all the remaining work was handled; depredations, foreign cases, inspections, bonds, and rewards have been assigned to separate classes, leaving as C cases all other complaints and requests for investigation. These include requests of the departmental bureaus for reports as to leases, clerk hire, improper payment of money orders, padding of receipts, excessive cancellation, establishment of city-delivery service, and adjustment of carriers, and all other matters that require personal attention. In this class are included all investigations of charges against postmasters and employees, all violations of postal laws and regulations, and all complaints of irregularity in the service. In this class during the past year 3,416 cases were made up at request of the First Assistant Postmaster-General, 257 for the Second Assistant Postmaster-General, 1,122 for the Third Assistant Postmaster-General, 1,484 for the Fourth Assistant Postmaster-General, 223 for the Assistant Attorney-General, and 729 for the Auditor for the Post-Office Department; 18,646 other C cases were sent out for investigation—most of them upon complaint or information coming from outside the Department.

During the year 25,077 C cases were made up and 23,793 were closed as against 18,215 made up and 19,776 closed the previous year. An unusual proportion of these cases were calls for immediate investigation in connection with expiration of terms of postmasters, information being desired as bearing upon the matter of reappointment or new appointment.

The following table shows the leading matters covered by the C cases issued during the year and the number of cases under each subject as compared with the previous year:

No. of section.	Subject.	Number of cases.	
		1905.	1906.
329	Irregularities on the part of postmasters in the sale of postage stamps, false returns of cancellations, etc		
1578		467	389
555			
484	Evasion of payment of proper rates of postage	415	6, 195
499	Lottery matter in the mails or express	110	123
497-498	Scurrilous and obscene matter	1, 847	2, 638
1617	Use of mails for fraudulent purposes	2, 897	3, 853
512	Unlawful use of penalty envelopes	53	66
266	Post-offices located in barrooms	128	51
1136	Carrying mail by private express		
to		144	52
1141	Obstructing the mails		
1622-1623		146	116
1588	Forging or counterfeiting money orders	436	439
1604	Embezzlement of valuable letters by postal employees	241	187
1605	Delay, opening, or destruction of letters by postal employees	1, 385	954
1609-1610	Intercepting or stealing mail by any person	987	991
1576	Failure of postmaster to deposit postal revenues	128	60
1583-1585	Removing cancellations from postage stamps	384	607

D CASES, DEPREDACTIONS, FIRES, WRECKS, ETC.

Under D cases are included robberies and burnings of offices, larceny of funds or property, attacks upon custodians of mail, damage or destruction of mail or equipment by violence, casualties, or wrecks. The following table gives comparative statement of the main items covered by D cases made up during the last five years. The rapid increase in number of postal cars reported as burned and wrecked—66 in 1904, 113 in 1905, and 131 in 1906—demands attention. The apparent increase in number of pouches reported as lost, damaged, or rifled—2,397 in 1904, 2,535 in 1905, and 3,111 in 1906—is due largely, I think, to greater promptness in reporting, many cases turning out to be delay or missending rather than real loss. One thousand eight hundred and two post-office robberies were reported during the year 1906, while in 1905 there were only 1,581. This startling increase will have further attention in this report.

Year.	Robberies.			Postal cars burned and wrecked.	Post-offices burned.	Mail pouches (loss, damaged, rifling, failure to recover).
	Post-offices.	Railway post-office service, star routes, rural-delivery routes, screen-wagon service.	Letter boxes, street and rural delivery.			
1902	1,746	27	465	74	669	1,504
1903	1,643	117	803	71	557	1,931
1904	1,593	60	940	66	560	2,397
1905	1,581	26	1,069	113	549	2,535
1906	1,802	16	1,089	131	539	3,111

During 1906, 7,317 D cases were made up and 7,335 were closed, as against 6,419 made up and 6,581 closed in 1905.

F CASES, FOREIGN MAIL.

All inquiries or complaints as to ordinary or registered mail of foreign origin or destination form F cases. These cases are investigated almost entirely by correspondence from the office, and few are handled by inspectors. During the year 34,087 F cases were made up and 32,919 were closed, as against 31,129 made up and 29,500 closed the previous year. In 1906, 16,988 translations were made; in 1905 15,243 in connection with the F work.

I CASES, ANNUAL INSPECTION OF MONEY-ORDER OFFICES.

Under I cases are classed the formal inspection of money-order offices. Since 1899 there has been an effort toward making these inspections annually. In 1904, 15,559 offices were inspected; in 1905, 20,968, and in 1906, 24,004. There are approximately 33,000 money-order offices, so that last year over 72 per cent of the offices were inspected.

R CASES, REWARDS.

R cases cover the comparatively small number of claims filed under the Postmaster-General's offer of rewards for the arrest and

conviction of post-office robbers. Ninety-seven such claims were filed during the year, and 96 were investigated; of these, 8 were rejected and 88 allowed, the total rewards paid being \$13,510.

S CASES, SURETIES.

The calls of the First Assistant Postmaster-General for information as to sufficiency of sureties on postmasters' bonds are investigated as S cases. During the year 16,643 S cases were sent out for investigation and 19,325 were reported upon.

RURAL ESTABLISHMENT AND INSPECTION.

While the rural service has been looked after almost exclusively by rural agents, for several years past rural agents have worked directly under the supervision of the inspectors in charge of divisions at Boston, Philadelphia, St. Paul, San Francisco, and Spokane, and in the Denver division the rural work has been done by inspectors. The reorganization of the Department December 1, 1905, placed all the rural agents and their superintendents in the division of inspectors. Of rural establishment cases (R. E.) there were 4,159 closed during the year by the rural agents assigned to this division, and 944 remained on hand July 1, 1906. Of rural inspection cases (R. I.) 3,682 were reported upon during the year and 5,895 were outstanding at its close. The establishment cases call for reports, favorable or adverse, upon petitions for new service. The inspection cases call for personal investigation of routes already existing with a view to correcting irregularities, increasing the patronage, or otherwise bettering the service by such changes as efficiency or economy may suggest.

ARRESTS.

During the year 2,123 arrests were reported. Of these, 401 were postal employees—121 postmasters, 35 assistant postmasters, 86 clerks in post-offices, 10 railway postal clerks, 84 letter carriers, 33 mail carriers, and 32 other employees. Three hundred and seventy-two post-office burglars were arrested and 1,350 other persons in no way connected with the service. Of these there were 911 convicted, 136 released by failure to indict, 132 discharged at preliminary hearing, and 90 acquitted. In 128 cases proceedings were dismissed, 7 defendants died while awaiting trial, 10 forfeited bail, and 7 escaped from custody. Seven hundred and two cases were still pending at the close of the year.

COLLECTIONS.

Inspectors are required to collect, not only postal and money-order funds due the Department, but amounts in settlement for lost or stolen registers, wrongly paid money orders, penalties for violation of regulations, and sums tendered in settlement by postmasters who have falsified their accounts. Far the greater part of the collections made is disbursed in the field—postal and money-order funds being remitted by the inspectors to the regular depository. Collections of other kinds are subject to review in the Department, and pending approval these are remitted to the chief inspector; by him they are

finally paid out by check upon authorization of the Postmaster-General. Collections for the last four years show a steady increase, as will appear in the following table:

Collections.

Year.	Total field collections.	Handled by chief inspector.	Number of checks issued.
1901.....	\$381,435.70	\$20,233.87	1,163
1902.....	351,978.77	28,489.31	1,163
1903.....	321,733.16	30,397.55	1,652
1904.....	350,804.72	33,772.92	1,375
1905.....	479,913.54	63,942.34	2,060
1906.....	515,540.23	78,699.42	2,816
Total.....	2,400,906.12	255,535.41	10,229

The collections for the past year were \$35,626.69 greater than those for 1905. The collections made by inspectors during the year were \$515,540.23. The total salary and per diem paid to inspectors was \$524,827.24—that is, they were paid for the year only \$9,287.01 more than the total amount they collected.

ROBBERY OF POST-OFFICES.

During the past year 1,802 post-office robberies were reported; an increase of 221, or 14 per cent, over the previous year. While these figures include every attempted robbery, in many instances involving no loss and in the great majority of cases only a small loss, the increase in number is significant, especially as the whole number of offices is being decreased by the establishment of rural delivery. The loss to the Department by robberies may be estimated by the fact that during the year, after disallowing all claims in which postmasters were chargeable with contributory negligence, the Assistant Attorney-General approved claims for reimbursement on account of losses by robbery amounting to \$72,984.81 for stamps, etc., \$15,624.71 postal funds, and \$12,711.92 money-order funds; a total of \$101,321.44.

These losses are largely due to the work of the so-called "yeggmen," who have in recent years overrun the country and have practically superseded the old-time safe breakers. Formerly the men who robbed safes were few and skillful; they carried high-class tools, were usually expert mechanics, and knew just where to drill into a lock to break it or to insert explosives. The "yeggmen" are usually criminals of a cheaper type, tramps and thugs, who need to carry with them nothing but a bottle of nitroglycerin, a fuse, and cap. Effecting entrance through a door or window by means of tools taken from some near-by blacksmith shop, they usually station pickets to give battle and alarm in case of discovery. A bar of common soap is used to tamp the joints of the safe doors, and sufficient nitroglycerin for the purpose is allowed to percolate behind the tamping. The fuse is lighted, and at safe distance the "yeggmen" await the explosion of the cap and the opening of the safe. Burglars and pickets are armed for desperate fight, and frequent battles with citizens result in wounds or death. Too often the "yeggmen" escape either unobserved or after fight.

To this class of men the safes in post-offices seem to make special appeal. The stamps they get are usually left with a fence in some

neighboring city, where they are disposed of at a discount and eventually figure in payment of postage. It is astonishing how few questions are asked and how little it takes to satisfy business people of the highest standing that it is proper for them to buy these stolen stamps. As long as all stamps look alike and there is no way to tell whence they come they will be current everywhere at practically their face value. As long as they can not be identified as stolen goods in the hands of either the thief or the receiver, their possession and sale will be attended with little danger. So long as they may be disposed of for cash without danger, they will tempt "yeggmen" in increasing numbers.

The stamps stolen are largely of the 1 and 2 cent denominations. These denominations are especially in demand and most readily disposed of. The largest quantities of stamps are stolen from Presidential offices. During the year the largest claims for loss of stamps were, San Diego, Cal., \$10,738; Greenfield, Ohio, \$3,712.30; Leslie, Mich., \$1,861; Kennebec, Me., \$1,322.49; Clintonville, Conn., \$1,289.63; Middleport, N. Y., \$1,136.20; Lexington, Ill., \$1,062, and Westport, Conn., \$1,060.

If all the 1 and 2 cent stamps furnished to Presidential offices had overprinted upon them the name of the office to which they were issued, they could not be disposed of so readily and possession of them would convict the thief or the receiver. They would not be sought by safe blowers and if stolen by them would be concealed or destroyed—in any event they could not be used in large quantities to pay postage, and if found might be identified and claimed as property stolen from the Department. The saving of revenue in this way would go far toward paying the additional expense of overprinting.

A more severe penalty than five years' imprisonment, the maximum now provided for burglary of a post-office, might have additional effect in reducing the number of robberies. As the "yeggmen" who use nitroglycerin are generally armed and desperate, prepared to kill in case of attack or pursuit, a penalty of fifteen years' imprisonment for robbery or attempted robbery of safes in post-offices by use of explosives would not appear excessive.

POST-OFFICE INSPECTORS.

For many years post-office inspectors have traveled on all kinds of business for the Department. No statement can be made that will cover all the duties they perform. Anything that needs personal attention anywhere within the limits of the service may be given to an inspector for investigation and report. Assigned to divisions, under fifteen inspectors in charge, their work takes them over the loneliest routes to the remotest offices. Under the immediate direction of the Postmaster-General, they are his personal representatives in supervising the service. For all the bureaus of the Department they are expected to investigate whatever matters may call for attention. Charges against postmasters and all other employees; complaints of poor service; controversies as to the location of post-offices; questions as to allowances; to establishment of city delivery; inquiries as to sufficiency of sureties, are referred to inspectors. Inspectors "count up" post-offices; collect shortages; instruct postmasters and all other postal employees as to their duties, and report

their shortcomings to the Department for proper disciplinary action. They are expected to find missing mail or account for its disappearance; to recover its contents or collect its value from the one in fault. In case of violation of the postal laws they are expected to gather the evidence, report the facts to the United States attorney, and under his direction to cause the arrest of the offender and assist in his prosecution. The Department must depend largely upon the reports of inspectors for its information in most important matters. Upon the ratings given by inspectors depend largely the standing of postmasters and their continuance in office.

The necessity of appointing to this force none but men of highest character, of excellent judgment, of good education, and of habits above reproach is evident. For many years inspectors have been under civil-service rules and have not been appointed or removed on account of political affiliation. Appointments have been made only after rigid civil-service examination, and have been confined to those with long and excellent records in other branches of the postal service. The regulations under which the inspectors work, the outgrowth of many years' experience, are so framed as to secure the most thorough investigations and most practical results. Their work is assigned and reviewed by the inspectors in charge of divisions, who have by long training become postal experts. The number of inspectors has not been increased as rapidly as the service has grown, and their salaries have neither been proportionate to their qualifications nor increased as the cost of living has advanced.

RURAL AGENTS.

Rural agents came with the initiation of rural service. Before action could be taken upon petition for rural service, before a route could be established, it was desirable that an agent of the Department should visit the territory, should consult postmasters and prospective patrons, should drive over the country and, reporting all conditions, should furnish a sketch locating roads and laying out proposed rural routes. The universal demand for the new service compelled hasty appointment and hurried assignment of the investigating force. This force grew rapidly until the appropriation for the year 1906 provided for 6 superintendents, 161 rural agents, and 48 clerks at division headquarters. Until December 1, 1905, this force was under the superintendent of rural delivery in the bureau of the Fourth Assistant Postmaster-General. In the reorganization of the Department, the division superintendents, the rural agents, and the clerks at division headquarters were transferred from the Fourth Assistant to the Postmaster-General, division of inspectors. This combined under one direction the two large investigating forces of the Department.

This transfer involved at the time little or no change in methods. The superintendents and clerks remained at division headquarters and supervised the work of rural agents. More rigid scrutiny of accounts and closer supervision of work eliminated unnecessary correspondence and useless detail. It was apparent that inspectors in charge of divisions could assume direction of rural agents, thus saving the salaries paid to superintendents and the expenses of separate headquarters, involving in one case a rental of \$1,128 a year in addition to the numerous incidental charges. It seemed likely, too, that the adoption of inspector regulations and inspector methods, with

the closer supervision would result in better rural work and more of it, so that the number of rural agents might be materially reduced. Finally, there seemed to be no reason for keeping the inspectors and the rural agents as two independent forces under one management. Therefore, the Postmaster-General recommended, and Congress in its appropriation for 1907 provided for, a complete merging of the forces, dropping the superintendents and rural agents as such and providing for the appointment of 149 of them as additional post-office inspectors, cutting down the appropriation for per diem proportionately, and reducing clerk hire by \$14,000.

Four months' experience has shown that the new arrangement, with reduced force and expense, will expedite rather than delay the investigation of rural cases. It is too early yet to estimate the greatest advantage which will result from the consolidation; that is, the performance by former rural agents of duties heretofore assigned to inspectors.

RURAL AGENTS AS INSPECTORS.

In establishing and inspecting rural service rural agents have necessarily visited the offices and traversed the routes to which post-office inspectors have been called on other business. Rural agents have attended to rural work and inspectors to everything else. Clearly the sending of a second man to do part of the work, if one could do all, involves needless expense. The highest economy and efficiency would be secured by maintaining but one traveling force, with every man in it prepared and authorized to look after all the Department's business at every point he might visit.

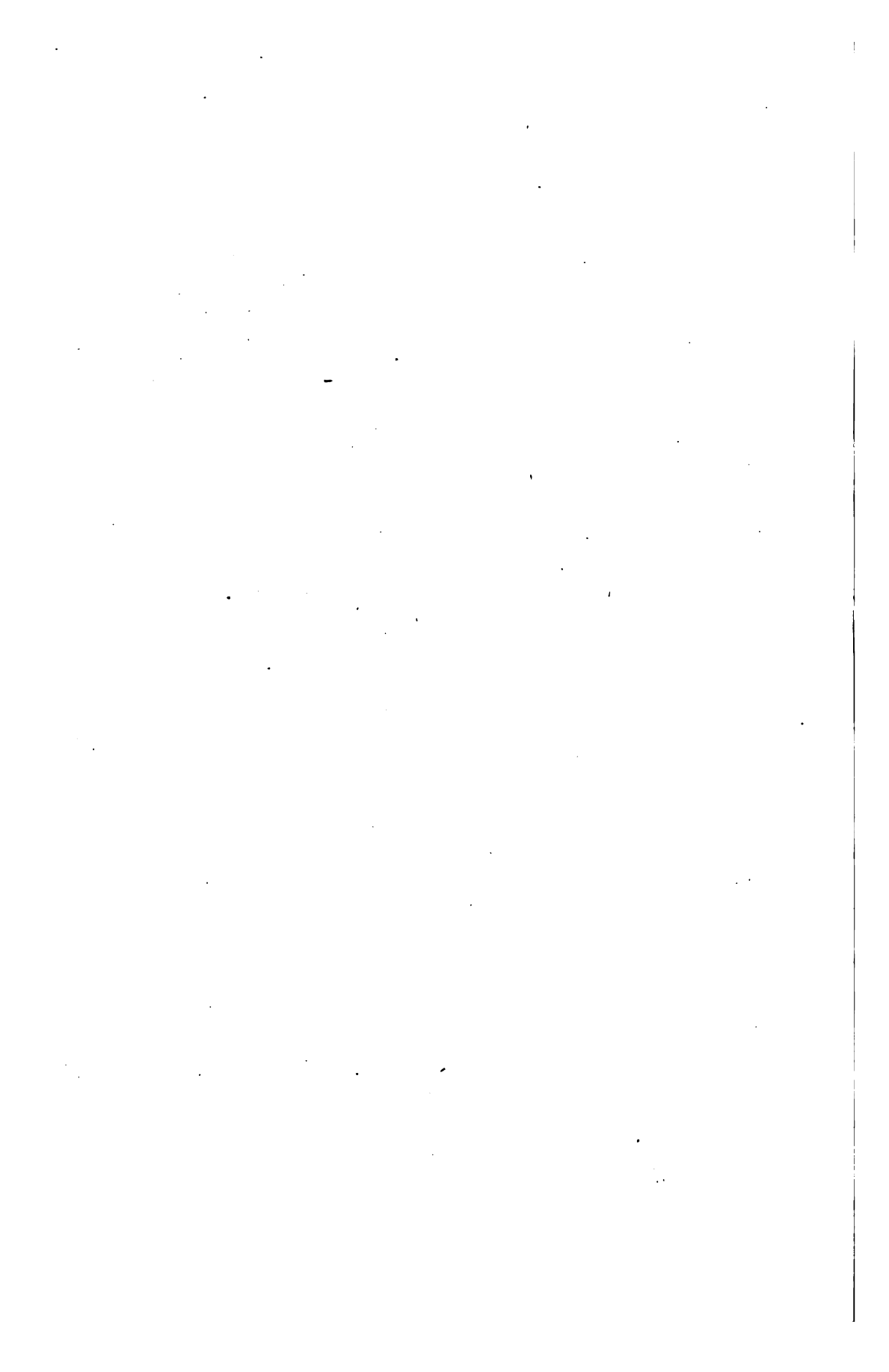
The former rural agent had time to spare for other work. Compelled to spend weeks, and sometimes months, in the same vicinity, he visited most of the offices and was compelled to give attention to their books and business. Drilled and trained as an inspector he will be able to inspect the office and instruct the postmaster, using little additional time. Driving routes with the carrier he has had idle afternoons and evenings. Sometimes bad weather and bad roads have prevented him from driving for several days in succession, and his time has been largely lost. As an inspector he can utilize his afternoons and evenings and the days unfit for driving by investigating and reporting matters that have hitherto required another visit by an inspector and a duplication of expense. To make inspectors of rural agents will require time and training. The first year will hardly show full results. It is possible that some of the rural agents will not make successful inspectors. The competent rural agent, however, should have little trouble in taking up the work. Combining the duties of rural agents and inspectors will, undoubtedly, call for greater energy and industry on the part of the former rural agents. Upon the way in which they meet this call will depend the extent of success which attends the consolidation and their own standing as representatives of the Department. Pending results of the experiment no increase in the number of inspectors is asked. The present force should, within a year, prove competent to handle all the work.

Very respectfully,

W. J. VICKERY,
Chief Inspector.

The POSTMASTER-GENERAL.

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 1, 1906.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1906:

As reorganized on December 1, 1905, the Bureau of the First Assistant Postmaster-General comprises five divisions, as follows: Division of Appointments, Division of Bonds and Commissions, Division of Salaries and Allowances, Division of City Delivery, and Division of Correspondence. The assembling of these divisions in one office placed under a single administrative officer the entire personnel of the post-offices of the country, consisting of more than 200,000 people.

At the close of the fiscal year there were in operation 65,600 post-offices. In offices of the first and second classes, which numbered 1,595, there were 57,538 employees, not including postmasters and assistant postmasters, and of this number 28,730 were letter carriers and substitute letter carriers. The estimated number of employees at third and fourth class offices, exclusive of postmasters, was 80,555. The total personnel of post-offices of all classes, including postmasters and assistant postmasters, amounted to 205,288.

GROWTH OF POSTAL BUSINESS.

The revenue collected last year through the post-offices operated by this large army of employees amounted to about \$168,000,000, showing an increase of more than \$15,000,000 over the record of the preceding year. The gain was unexpectedly large, as is shown by the fact that the amount actually collected exceeded the estimated receipts by \$1,352,000. Returns from 50 of our principal post-offices for the first four months of the current fiscal year indicate that this unprecedented rate of increase is being maintained.

If the growth of the postal business continues at its present rate throughout the coming fiscal year, as now seems likely, the additional appropriations recommended in the estimates will be barely sufficient to maintain the service. Should any considerable extension of postal facilities become necessary, still larger appropriations will be required.

NEED OF LARGER ADMINISTRATIVE FORCE.

Although the post-office service at large has shown a rapid growth during the past few years, the working force of the Bureau charged with its administration has not been increased. The need of a larger administrative organization is now imperative. The maintenance of the vast service under the control of the Bureau requires an annual expenditure of about \$80,000,000, while the salary appropriation for the Bureau itself does not amount to \$180,000. It is doubtful whether any branch of the Government service is conducted with a smaller proportionate expenditure for supervisory management. The present force of the Bureau should be enlarged and strengthened by the appointment of some additional high-grade men.

ADDITIONAL FIELD AGENTS.

A larger corps of field agents is also needed in order to permit a closer and more businesslike supervision of the services under the control of the Bureau. One of the principal weaknesses in the executive management of postal affairs is the lack of a sufficient supervisory force in the field. At present the Bureau has only ten special agents. These agents, hitherto known as assistant superintendents, perform an exceedingly important work. Their number was increased last year from seven to ten with unquestioned benefit to the service, but the force is still too small to permit a thorough performance of the important duties with which they are charged. The corps should be large enough to handle the field work of the city delivery service in conjunction with the duties now performed. It is believed that by providing a larger corps of competent field agents to assist the Bureau in its administrative work great economies could be accomplished without lessening the efficiency of the service afforded.

APPOINTMENT OF POSTMASTERS.

Owing to the unusually large number of Presidential postmasters whose terms of office expired during the period covered by the last session of Congress, the work of the Bureau in connection with the appointment of postmasters was exceptionally heavy. Between December 1, 1905, and June 30, 1906, more Presidential appointment cases were acted upon than during any similar period in the history of the Department. Commissions were issued to 2,779 Presidential postmasters. Of these appointments 1,969 were made at offices where the terms of the postmasters had expired, 410 at offices advanced from the fourth class to the Presidential grade, and 400 at offices where vacancies had occurred through resignation, death, or removal. There were 199 resignations, 119 deaths, and 82 removals. Of the 1,969 Presidential postmasters whose commissions expired during the year, 1,472, or about 75 per cent, received reappointments because of excellent service rendered. No postmaster was reappointed whose record proved him to have been unfaithful or inefficient in the performance of his duties. A considerable number of postmasters failed of reappointment because the records showed that they had not given their offices sufficient personal attention. The Department's policy of recommending the reappointment of efficient postmasters has

unquestionably brought about a marked improvement in the service. It is a further incentive for postmasters to become proficient in the management of their offices.

The number of fourth-class postmasters commissioned during the year was 11,756, a decrease of 237 as compared with the record of the year before. Of the fourth-class postmasters appointed, 2,206 were commissioned at offices newly established. The number of appointments made to fill vacancies was 9,520. Of these vacancies 7,634 resulted from resignations, 1,223 from removals, and 663 from deaths. Thirty postmasters were appointed at offices reduced from the Presidential grade to the fourth class.

The total number of postmasters of all classes appointed during the fiscal year was 14,535. Compared with the record of the preceding year there was an increase of 1,480.

CLOSER COOPERATION BETWEEN POSTMASTERS AND DEPARTMENT.

In order to secure more effective cooperation in the administration of the postal service greater authority and responsibility have been conferred upon postmasters. No important change in the postal service of any city has been recently ordered without ascertaining the views of the postmaster. Certain inquiries and investigations heretofore assigned to inspectors and special agents of the Department are now being conducted by postmasters. Wherever practicable this plan will be hereafter followed. The policy of placing more reliance upon the judgment of postmasters is bringing satisfactory results. The extension of their authority enables them to maintain better discipline among their clerks and carriers and to administer with greater efficiency the service under their control.

PROPOSED CHANGE IN METHOD OF ADJUSTING POSTMASTERS' SALARIES.

In the last annual report of the Department it was suggested that the law regulating the adjustment of Presidential postmasters' salaries be amended so as to base such salaries on the gross receipts for the four quarters of the calendar year instead of the gross receipts for the four quarters ending March 31. It was also recommended that the law be further changed so as to provide for the advancement of an office of the fourth class to the Presidential class whenever the compensation of the postmaster amounts to \$1,000 in four successive quarters, instead of requiring a compensation of at least \$250 for each of four successive quarters. The experience of the past year emphasizes the desirability of these amendments.

The substitution of the calendar year for the year ending March 31 as a basis for the adjustment of salaries would allow sufficient time for the Department to obtain the returns from the Auditor and then make the necessary computations. The task of computing the salaries is a heavy one, and in the brief period now permitted for such computation it is performed at a great disadvantage. The work could be done more economically and with greater accuracy if additional time were granted. The change would be of decided advantage also as affording a better opportunity to investigate postmasters' returns when their regularity is questioned. Under the present plan the

Department frequently makes increases in salaries that are later found to be unwarranted.

The provision of law by which fourth-class postmasters are advanced to the Presidential class only when their salaries amount to \$250 for each of four successive quarters works decided injustice in certain cases. The population of many towns fluctuates in such manner as to make the postal business much heavier in one season than another. This is particularly true of summer and winter resorts. At such places the postmasters sometimes handle during a portion of the year postal business equal to that of large Presidential offices, but if the receipts fall off in the dull season so as to bring their compensation below \$250 for a single quarter it is impossible to advance their offices to the Presidential class and thus provide for them the facilities needed. The proposed amendment will make it possible to avoid any injustice of this kind, placing the classification of such offices on a more equitable basis.

NEED OF BETTER SALARIES FOR POST-OFFICE EMPLOYEES.

My last annual report called attention to the need of better salaries for employees in the postal service. Present conditions emphasize this need. While wages in the commercial world have materially advanced during the past few years, practically no increase has been granted to postal employees. With the higher wages that have become general in lines of employment outside of the Government service there has occurred also an increase in the cost of living, rendering more pronounced the present inadequacy of post-office salaries. Competent men are constantly leaving the service to obtain better wages. The salaries paid to postal employees in the lower grades offer little inducement to those seeking employment. In some cities the Civil Service Commission is finding it difficult to maintain registers of eligibles for post-office positions, so few are the applicants for such places. Numerous vacancies caused by the resignation of experienced men have to be filled by untrained recruits. Much of the work in our post-offices is of such a nature that it requires months of practice before proficiency can be attained, and the necessity of employing untrained men to replace those resigning is a serious handicap. Recognizing these conditions the Department has greatly increased its estimates for salaries, and it is believed that the granting of the larger appropriations recommended will be a measure of true economy. A failure at this time to increase materially the compensation of post-office employees, thus keeping pace with the advancing wages in other lines of employment, will seriously jeopardize the efficiency of the service.

NUMEROUS RESIGNATIONS FROM THE SERVICE.

For the purpose of obtaining precise information regarding the number of resignations tendered since the beginning of the last fiscal year by post-office employees on the ground of inadequate compensation a statistical inquiry was recently addressed to the postmasters in charge of first and second class offices.

At such offices there were approximately 20,000 clerks in the grades ranging from \$600 to \$1,000, and of these clerks 2,340, or 12 per

cent, resigned during the year. Of 23,000 letter carriers attached to these offices 601, or 2.6 per cent, voluntarily left the service.

Statistics for the quarter ended September 30 last and for the month of October are even more striking. During the quarter 929 clerks and 205 carriers resigned, while incomplete returns for October show the resignation of 356 clerks and 81 carriers. From 12 per cent for the fiscal year the annual rate of resignation on the part of clerks advanced to 19 per cent for the quarter ended September 30 and to 21 per cent for the month of October. In the case of carriers the annual rate of resignation, which was 2.6 for the fiscal year, rose to 3.5 for the quarter and to 4.1 per cent for October.

It is evident from these statistics that the number of post-office employees resigning has increased with great rapidity during the past few months. The situation as regards the clerical service is particularly bad. The figures for October show that clerks were leaving the service at an annual rate exceeding one in every five. Although clerks have been dropping out in much larger numbers than carriers, the latter employees are also resigning to a considerable extent.

While it has been impossible to determine exactly what portion of the clerks and carriers who resigned since the beginning of the last fiscal year did so on the ground of inadequate pay, sufficient statistical information was received as a result of the recent inquiry to show that the resignations reported were very largely attributable to that cause.

In view of this rapid depletion of the post-office forces the condition of the service has become decidedly critical, and prompt measures should be taken to meet the emergency. It is a difficult matter at present to fill satisfactorily the numerous vacancies occurring. Under existing conditions the clerical service does not offer sufficient advantages to attract capable and ambitious men. The difficulty is not so much the low entrance salary as the uncertainty of obtaining within a reasonable time after appointment a sufficient rate of compensation to afford a comfortable living. What the service needs is a definite scheme of promotions that can be held out as an inducement to intelligent young men who are seeking employment. Unless positive assurance can be given such men that faithful and efficient work will win for them in due season a material advance over the low salaries paid at the outset it will be impossible to obtain the high-grade employees needed to handle our postal business in the efficient manner desired. As the higher executive positions in the permanent branch of the post-office organization must be filled by the selection of classified employees who have passed through the lower grades, much depends on the kind of material from which the original appointments are made. The question of compensation should be settled in such manner as will attract to the service thoroughly competent men. With this object in view there should be a definite system of promotions for clerks as well as for carriers.

Careful consideration of this question leads to the belief that after a reasonable term of service clerks in first-class offices should receive not less than \$1,000 per annum, and clerks in second-class offices not less than \$900 per annum. Clerks and carriers should be placed on precisely the same footing as regards compensation. The present sharp distinction between these two classes of employees appears to be wholly unwarranted. It unquestionably operates to the disadvantage of the

service. As intimately related branches of the post-office organization the clerical and carrier services should be brought into closer cooperation. It should be an easy matter to assign an employee to clerical work or to a carrier's duties as the qualifications of the man or the conditions in the office make desirable. Neither line of employment should be given advantage over the other in the way of remuneration, and positions in both should be equally accessible to every properly qualified employee. If a clerk becomes broken in health through office confinement, there should be no difficulty in assigning him to the open-air duties of a carrier. Similarly, if a carrier through physical ailment becomes less capable of performing his work, it should be a simple matter to transfer him to a clerical position. In short, it should be possible to utilize every employee, whether clerk or carrier, in such manner as is most advantageous for the service. Before this can be done the unfortunate barrier that now exists between clerks and carriers must be broken down by placing these two classes of employees on an equal salary basis.

NEED OF NEW LEGISLATION REGARDING SALARIES.

To accomplish this purpose satisfactorily will require new legislation. Under the present law regulating the compensation of letter carriers the initial salary is \$600 a year. In cities having a population of 75,000 or over, carriers are promoted after one year's service to \$800 and after two years' service to \$1,000, which is the maximum salary allowed. Carriers in cities having less than 75,000 population are promoted after one year's service from \$600 to \$850, which is the maximum pay in such cities. In the case of post-office clerks, on the other hand, there is no fixed scheme of promotion. These employees are appointed at an initial salary not exceeding \$600. The annual appropriations have not been sufficient to carry any certainty of increased compensation after the first year of service or even after the second year. The first promotion granted to clerks in the \$600 grade advances their salaries to \$700, instead of to \$800 or \$850 as in the case of carriers. It thus requires at least two years for clerks to reach the \$800 grade. Frequently it takes more than twice that time. Under recent appropriations it has been possible to promote annually only a very small percentage of the clerks in grades above \$800. While the rapid growth of postal business during the past two years has made it necessary to add largely to the number of clerks employed, promotions have come to them so slowly that most of these clerks are still in the lower grades. With carriers the situation is quite different, the system of annual promotions having advanced a large percentage of these employees to the maximum grades.

NEW PLAN OF COMPENSATION SUGGESTED.

After a careful study of the problem of devising a satisfactory scheme of salaries applicable to clerks and carriers alike—a study that has covered many months of inquiry—the plan is suggested of establishing for both of these classes of employees six grades of compensation, the annual salary to be \$600 for the initial grade, \$800 for the

second grade, and for the four succeeding grades \$900, \$1,000, \$1,100, and \$1,200, respectively; and of providing for the advancement of clerks and carriers in first-class offices from the \$600 initial grade to \$800 after one year's service, to \$900 after two years' service, and to \$1,000 after three years' service, and for the advancement of clerks and carriers in second-class offices to \$800 after one year's service and to \$900 after two years' service. Under this plan there will be in first-class offices two grades—namely, \$1,100 and \$1,200—to which clerks and carriers can be successively promoted after the annual progression to \$1,000 is completed. In second-class offices there will be three grades, \$1,000, \$1,100, and \$1,200, to which promotions can be made above the \$900 grade. In other words, it will be possible, whenever desirable, to advance the salaries of clerks and carriers in any first or second class office by regular stages to the maximum compensation of \$1,200. All promotions, including the annual progression to the \$900 and \$1,000 grades, will be based on efficiency. It will be necessary in every instance for clerks and carriers to show satisfactory records in order to secure advancement. A rigid system of promotion based merely on length of service would be at variance with the best principles of administration. In order to furnish an incentive for good work promotions should be made only when merited by efficient service.

The proposed plan leaves to the Department the distribution of promotions above the \$1,000 grade in first-class offices and above the \$900 grade in second-class offices, the extent of such promotions being limited, of course, by the appropriations provided. The several grades ranging from \$900 and \$1,000 to \$1,200 will not only make it possible to reward exceptionally faithful and efficient men throughout the clerical and carrier services, but will enable the Department to raise the standard of remuneration when demanded by local conditions. Thus a more equitable distribution of the salary fund can be accomplished. It will be possible to increase the salaries of clerks and carriers to \$1,100 and \$1,200, successively, in large cities where the cost of living is highest while maintaining a somewhat lower scale of compensation in smaller towns where it is comparatively low. It sometimes happens, however, that the cost of living is even higher in small towns, as for instance throughout the mining regions of the West, than in the most expensive of our large cities. For post-offices of the second class in such towns the grades above \$900 can be utilized to great advantage in retaining the services of capable clerks and carriers. Hitherto the Department has been greatly embarrassed because of its inability to provide for the proper conduct of the postal business in such communities. In towns of this class post-office employees have been resigning in large numbers to obtain the higher compensation offered in other lines of employment. It is therefore exceedingly important that the Department shall be in a position to grant a liberal salary increase, when necessary, in second-class as well as in first-class offices. This can be readily accomplished under the proposed plan if sufficient appropriations are provided by Congress.

As already stated, a leading feature of the promotion scheme is the placing of clerks and carriers on precisely the same footing in regard to compensation. There should be no discrimination as between these two classes of employees in the matter of advancement. When promotions are made above the maximum grades of annual progression,

they should be distributed among clerks and carriers in proportionately equal numbers. That is to say, the same percentage of clerks and of carriers should be advanced. Furthermore, clerks and carriers alike should be eligible, after having reached the \$1,200 grade, for appointment to the higher positions in the post-office organization. All post-office positions carrying salaries in excess of \$1,200 will be given other titles than "clerk" or "carrier," these two designations being confined to the grades that range from \$600 to \$1,200. The object of this is to emphasize still further the equality of clerks and carriers. No post-office employee will receive more than \$1,200 as a clerk or a carrier, but having reached that grade clerks and carriers will be equally eligible, according to their special qualifications, for appointment to higher positions. While the clerks are possibly the larger gainers under this plan by receiving throughout the clerical grades the same rates of remuneration and the same measure of advancement as the carriers, there is an important gain also for the carriers in the opportunity that comes to them for the first time of being advanced beyond the present limit of compensation in the carrier service and of reaching ultimately the highest positions the post-office can afford. In both cases the proposed salary system should give an added incentive for faithful and efficient service.

MAIN FEATURES OF NEW SALARY PLAN.

The main features of the salary plan just outlined are, first, the establishment of the clerical and carrier services on exactly the same footing as to rate of compensation and opportunity for promotion; second, the enforcement of the important principle that promotions in both services shall be made only on satisfactory evidence of efficiency; and third, the creation of certain grades above the maximum salaries reached by annual progression that can be utilized by the Department to adjust compensation in accordance with varying local conditions.

SALARY ACCOUNTING SYSTEM SIMPLIFIED.

In adopting such a plan of promotions it will be desirable to provide that all increases in salary in the clerk and carrier grades shall take effect on the first day of a quarter. As the promotions made in these grades are to occur annually until the maximum of yearly progression is reached it will greatly facilitate the accounting work to have all salary changes date from the beginning of a quarter. It will also make it a much simpler matter to calculate each year the amount of annual appropriations required to cover such a scheme of promotions. The accounts of post-offices are rendered quarterly, and therefore the plan of having promotions take effect on the first day of a quarter will be of advantage to postmasters as well as to the Department.

SUBSTITUTE CLERKS AND CARRIERS.

One of the most perplexing problems in post-office management is that of providing competent substitutes for absent clerks and carriers. The handling of the mails must proceed from day to day without interruption. When for any cause regular employees are absent from

duty their work must be taken up immediately by substitutes. The practice now is to require a given number of substitute clerks and carriers to report daily at the office in order to fill the places of possible absentees. Such employment is naturally irregular and the compensation uncertain. Substitutes for clerks on leave without pay receive compensation at the same rate as the absent employees, provided their salaries do not exceed \$800 per annum, which is the maximum rate allowed for such substitute work. Substitutes for clerks who are absent with pay receive compensation at the rate of \$600 a year, and this is generally the compensation also of substitutes appointed for temporary service under the emergency appropriation. Substitutes for carriers on leave without pay are given compensation at the same rate as the employees for whom they serve, whether it be \$600, \$800, \$850, or \$1,000 a year, but in the case of substitutes for carriers who are absent with pay the rate is always \$600. As a rule temporary carriers appointed under the emergency appropriation are also paid at the \$600 rate.

Under the provisions of law controlling this matter the average rate of compensation for substitute clerks is considerably lower than that for substitute carriers. This disparity is unwarranted. Both classes of employees should be paid alike.

It is apparent also that at present the amount of compensation received by a substitute, whether clerk or carrier, may vary widely from day to day, depending on the nature of the position to which he is assigned. Sometimes a substitute is paid at a different rate for each of the several days he happens to work during a given month. Occasionally he receives compensation at two or more rates for services performed on a single day.

Owing to the peculiar conditions imposed by existing law, the method of accounting for payments to substitutes is extremely complicated and adds greatly to the expenses of bookkeeping in post-offices, in the office of the Auditor for the Post-Office Department, and in the Post-Office Department itself. It would greatly simplify the work of accounting if a fixed rate of compensation were prescribed for all substitute service. The plan is suggested of paying for all substitute work, whether for employees absent with or without pay or for temporary service, at the uniform rate of 30 cents an hour. This is approximately the average rate at which substitute service of all kinds is now paid.

Besides rendering the general method of compensating substitutes far simpler than at present, the adoption of an hour rate would remove a serious difficulty that is now experienced because of the ruling of the Comptroller of the Treasury prohibiting compensation for work done on the thirty-first day of a month when less than a month's service has been rendered. This ruling, as applied to section 6 of the act of June 30, 1906, appropriating for the sundry civil expenses of the Government, makes it impossible to give substitutes any compensation for service on the last day of a month comprising thirty-one days. As the last day of a month is always an unusually busy one in the postal service, the present law as construed by the Comptroller works a peculiar hardship. If substitutes were paid by the hour there would be no difficulty in giving them proper compensation on the 31st as well as all other days in the month.

PAYMENT OF SUBSTITUTES FROM LAPSED SALARIES.

The present method of paying substitutes for employees on leave without pay from the lapsed salaries of such employees is open to serious objections. Under this plan the tendency is to place a substitute on duty whenever such an absence occurs. The postmaster realizes that the lapsed money will revert to the Department if not expended in his office and he is naturally inclined to utilize it even during seasons of the year when the work is lightest. No doubt substitutes are sometimes assigned to duty in this manner when not absolutely necessary. This is particularly true in the clerical force. The lapsed salary can be utilized to pay a substitute only on the day when the regular employee is absent. The postmaster can not reserve it for use at a subsequent time when the need is more urgent. Hence the effect of the present system is to encourage the immediate expenditure from day to day of funds thus accruing. It would seem more business-like to grant each post-office a definite allowance, preferably by the quarter, to cover all substitute work, placing the compensation of substitutes for absentees without pay on the same basis as that of substitutes for absentees with pay. No doubt this arrangement would result in a considerable saving, for under it postmasters could husband their resources against the season of greatest need instead of being obliged to spend accruing money instantly or lose it.

If the method of compensating substitutes should be changed as suggested, all money accruing from lapsed salaries would revert to the Department and be available for use in appointing new employees or in making promotions. Thus the funds expended for the compensation of regular employees would be accounted for quite independently of the allowances granted for auxiliary and substitute service.

AUXILIARY EMPLOYEES.

As a rule the volume of work in a post-office fluctuates considerably each day. During the hours when the heaviest mails are arriving or being dispatched the employees are exceptionally busy. In most offices there is a period during the early morning when the delivery branch and the carrier service are taxed to their utmost to handle promptly the incoming mails. The mailing branch, on the other hand, generally has its hardest work late in the day when the heaviest outgoing mails are made ready for dispatch. At these two periods the principal stress of the daily work is usually felt. If the regular quota of clerks and carriers could be assisted for an hour or two at such times by a corps of special employees it would be of decided advantage. These auxiliary employees could be required to work for a brief period each day, say for two hours, receiving in return a fixed rate of compensation. Payment could be made at the rate of 30 cents an hour, that being the amount of compensation recommended for substitutes. In addition to their regular service of two hours a day the auxiliaries could be called upon when desirable to perform substitute work at the same rate of compensation, increasing to that extent the amount of their income. Under these conditions it is believed that employment in the auxiliary force would have marked advantages over service as a substitute under the present system. A decided

weakness of the substitute system as now conducted is the precariousness of the employment it affords. Substitutes can never tell in advance how many hours they may be called upon to serve in a given period, and so they have no assurance of receiving a definite income. As auxiliary employees under the plan proposed would work for at least two hours each day, they could always count on regular payments at a fixed rate, whether or not there was an opportunity to substitute for absent employees.

A corps of auxiliary employees organized in this manner, besides forming an important adjunct to the working force of the post-office, would be of great value as a training school from which to recruit new clerks and carriers. Steady employment of the kind suggested, although covering but a brief period each day, would furnish an admirable means of testing the qualifications of the employee before his appointment to the regular force. He would become proficient far sooner than is possible under the present uncertain plan of substitute employment, and when finally appointed a full-fledged clerk or carrier would be better qualified for the duties of the position.

After serving satisfactorily for six months auxiliary employees should be eligible for appointment as clerks and carriers without a further probationary period. As they perform daily service from the time when appointed auxiliaries, their probationary period should date from such appointment.

In estimating the expense of the proposed auxiliary service there is an important factor to be considered. As already explained, the volume of work in a post-office varies greatly at different periods of the day. The permanent force must be large enough to handle it promptly at the time of greatest stress. By employing auxiliaries to assist in the manner suggested, the office could unquestionably discharge its work with a smaller quota of regular employees. It is thought that the saving in the number of full-salaried clerks and carriers required would more than offset the expense of the auxiliary service.

ANNUAL LEAVE.

It is believed that the granting of thirty days' annual leave to post-office clerks and carriers, instead of fifteen days as at present, would prove to be a wise measure. In practically all other branches of the Government establishment thirty days of vacation are annually allowed, and it is doubtful whether the privilege could be extended with greater advantage to any class of Federal employees than to those in the postal service. From the nature of this service its employees are required quite generally to work on holidays and to some extent on Sundays. Although the Department endeavors to reduce Sunday work to a minimum, a certain amount of it is absolutely necessary in order to furnish the postal facilities demanded by the public. The work of post-office clerks, because of the long hours now required, is especially trying. Owing to the enormous growth of the postal business during the past few years, the working space in many post-offices, particularly those in Federal buildings, is uncomfortably crowded. Many of the clerks are obliged to work at night. Sometimes their duties are performed in imperfectly lighted and poorly ventilated quarters. Probably no other class of Government employees is compelled to work under more trying conditions than the clerks in our

city post-offices. These conditions accentuate the inadequacy of the pay received by such employees, and are unquestionably a decided factor in causing resignations from the service. The granting of thirty days' annual leave would be in keeping with the plan for better salaries, serving as an added inducement to those seeking employment.

With regard to vacations, as in the matter of compensation, clerks and carriers should be treated alike. Both classes of employees should be granted thirty days' annual leave. It is thought that this plan, if properly administered, would add comparatively little to the expense of the service. Vacations could be granted during that portion of the year when the work is lightest. With the right kind of management it should be possible at such times to readjust the work so as to insure its proper handling by the employees remaining on duty. It is confidently believed that any additional expense incurred through the granting of longer vacations would be more than offset by the advantages of the plan.

HOURS OF SERVICE.

The working forces of every post-office should be placed on such a basis as will make it unnecessary to require more than an average of eight hours' daily service. Owing to the fluctuation in the volume of postal business from day to day, it is clear that to adopt an inflexible eight-hour schedule for post-office clerks would cause frequent delays in the handling of the mails. As the amount of mail is larger on some days than on others, the clerks who handle it are obliged to work longer than usual on certain days, and such will always be the case. A sufficient number of employees should be provided, however, to keep the hours of labor for clerks, as well as for carriers, on an average eight-hour basis. At present the average daily period of service for clerks is considerably above eight hours,^a while carriers are not permitted, under the regulations, to work more than eight hours.

It seems desirable to abandon the rigid rule now in force as regards carriers and to permit their period of service to vary somewhat from day to day in accordance with the volume of mail to be delivered. When the mail is heaviest it should be possible for them to work slightly in excess of eight hours, the overtime to be offset in such manner as to restrict the weekly service to a total of forty-eight hours, exclusive of Sunday. This plan, if properly administered, would have decided advantages. At present a carrier is obliged to stop promptly at the termination of his eight-hour schedule whether or not he has delivered all the mail for his route. If he has not completed his route, he returns the undelivered mail, no matter how few the number of pieces, to the post-office, where it is retained for delivery on the following day. This practice ought not to be permitted. The difficulty could be remedied by substituting for the rigid eight-hour schedule the plan of requiring an aggregate service of forty-eight hours for the six working days of the week.

^a According to statistical returns received from all post-offices of the first and second classes, the average amount of overtime served daily by clerks during the month of October, 1906, was 43.19 minutes.

PROPOSED BILL TO REGULATE THE SALARIES, ANNUAL LEAVE, AND HOURS OF SERVICE OF POST-OFFICE EMPLOYEES.

There is submitted herewith by way of suggestion a draft of a bill embodying the various features of the plan discussed in this report for the regulation of the salaries, the annual leave, and the hours of service of post-office employees:

A BILL To classify employees in first and second class post-offices and to regulate their salaries and annual leave.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That after June thirtieth, nineteen hundred and seven, employees in first and second class post-offices shall be classified as follows:

ASSISTANT POSTMASTERS, salaries not less than forty per cent and not exceeding fifty per cent of the salaries of the postmasters, graded in even hundreds of dollars from eight hundred dollars to four thousand dollars.

SUPERINTENDENTS, ASSISTANT SUPERINTENDENTS, AUDITORS, ASSISTANT AUDITORS, CASHIERS, ASSISTANT CASHIERS, BOOKKEEPERS, PRIVATE SECRETARIES, STENOGRAPHERS, FOREMEN, ASSISTANT FOREMEN, salaries graded in even hundreds of dollars from one thousand three hundred dollars to three thousand two hundred dollars: *Provided*, That the compensation in these grades in each post-office shall be fixed, so far as practicable, in proportion to the amount of business transacted.

PRINTERS, MECHANICS, and SKILLED LABORERS, salaries graded in even hundreds of dollars from nine hundred dollars to one thousand two hundred dollars.

WATCHMEN, MESSENGERS, and LABORERS, salaries graded in even hundreds of dollars from four hundred dollars to nine hundred dollars.

CLERKS and CARRIERS, to be divided into six grades, as follows: First grade, salary six hundred dollars; second grade, salary eight hundred dollars; third grade, salary nine hundred dollars; fourth grade, salary one thousand dollars; fifth grade, salary one thousand one hundred dollars; sixth grade, salary one thousand two hundred dollars. Clerks and carriers in second-class offices shall be promoted successively to the second and third grades, and clerks and carriers in first-class offices to the second, third, and fourth grades, at the beginning of the quarter following the expiration of a year's service in the next lower grade. No promotion shall be made except upon evidence satisfactory to the Post-Office Department of the efficiency and faithfulness of the employee during the preceding year. The Department may reduce a clerk or carrier from a higher to a lower grade whenever his efficiency falls below a fair standard, or whenever necessary for purposes of discipline. When a clerk or carrier has been reduced in salary he may be restored to his former grade or advanced to an intermediate grade at the beginning of any quarter following the reduction, on evidence that his record has been satisfactory during the intervening period. When a clerk or carrier fails of promotion because of unsatisfactory service he may be promoted at the beginning of the second quarter thereafter or of any subsequent quarter, on evidence that his record has been satisfactory during the intervening period. No promotion shall be made in the clerk or carrier grades except at the beginning of a quarter. Clerks and carriers of the sixth grade shall be eligible for promotion to the higher positions in the post-office.

AUXILIARY EMPLOYEES, to be paid for actual service at the rate of thirty cents an hour: *Provided*, That such employees shall be required to work not less than two hours daily: *And provided further*, That such employees shall be eligible for appointment as clerks and carriers of the first grade.

SUBSTITUTES, to be paid at the rate of thirty cents an hour when serving for absent clerks and carriers: *Provided*, That such substitutes shall be eligible for appointment as auxiliary employees and as clerks and carriers of the first grade.

Sec. 2. That all employees at first and second class post-offices, except substitutes, may be granted leave of absence with pay for not to exceed thirty days in each year, exclusive of intervening Sundays and holidays, under such regulations as the Department shall prescribe.

Sec. 3. That unless demanded by the exigencies of the service letter carriers shall not be required to work more than eight hours on a working day, but in no event shall they be required to work more than forty-eight hours during the six working days of a week. On Sundays and legal holidays they may be required to work such time, not exceeding eight hours, as may be necessary to meet the needs of the service. Legal holidays shall be counted as eight hours regardless of the time of actual service.

Sec. 4. That all acts and parts of acts inconsistent with this act are hereby repealed.

CLERKS AT POST-OFFICES OF THE THIRD CLASS.

Not only should the compensation of employees of first and second class post-offices be increased, but more liberal provision should be made for clerical assistance at third-class offices. Employees at these offices are paid by the postmasters from their personal funds supplemented by such amounts as the Department may allow for clerk hire. The present appropriation act limits to \$400 the allowances that may be granted for regular clerk hire at the larger third-class offices where the receipts are \$4,200 or more but less than \$8,000. When the receipts amount to \$8,000 the office is advanced to the second class and the postmaster is relieved of all expense for clerk hire, the initial allowance made by the Department usually being \$700 for an assistant postmaster and \$500 for a clerk. As the volume of work at a large third-class office is practically the same as at a small second-class office, there should not be so wide a discrepancy between the two in the matter of clerk hire allowances. It places an unduly heavy burden on postmasters at offices where the receipts are between \$6,000 and \$8,000 and the salaries of the postmasters \$1,800 and \$1,900. The sums granted to such postmasters do not cover so large a percentage of the necessary expense for clerical assistance as do the allowances to postmasters whose salaries are from \$1,000 to \$1,600. It is therefore suggested that Congress be asked for authority to allow not exceeding \$600 per annum for regular clerk hire at offices where the salary of the postmaster is \$1,800 or \$1,900.

Although the appropriation is not sufficient to allow in all cases the maximum rates fixed by law, and will not be, even though Congress authorizes the increase of \$150,000 recommended in the estimates, the Department would be able to distribute the appropriation to better advantage if given more latitude.

EFFICIENCY RECORDS.

Efficiency should be made the important factor in regulating the compensation of post-office employees. All promotions should be based on merit and no favoritism of any kind should be permitted. In order to insure absolute fairness in this regard a positive method of recording the efficiency of clerks and carriers will be required. During the past few months the question of introducing a uniform system of efficiency records has been given much study, and frequent conferences between officers of the Department and postmasters have been held with the object of devising a satisfactory solution of the problem. If the legislation suggested in this report regarding salaries should be enacted it would be still more desirable to have a well-defined system of efficiency ratings. To avoid any injustice in reporting efficiency the records should be open to inspection by the employees concerned, and should be as definite in nature as conditions will permit. Owing to the wide variation in the duties required of employees in the several branches of the post-office organization the introduction of a comprehensive scheme of recording efficiency is not an easy matter, but the groundwork for such a system has been laid and it is hoped that before many months a satisfactory plan can be put into practical operation throughout the service.

METHODS OF DISCIPLINE.

With compensation on a merit basis the question of discipline will be simplified. Faithful and efficient employees can count upon receiving deserved promotions at regular intervals, but in the case of the unfaithful and inefficient advancement will be withheld or compensation reduced. By the plan of readjusting salaries it is believed that the disciplinary problem can be fairly and effectively solved.

ABOLISHMENT OF FINES.

For years the practice was in force of imposing fines on post-office clerks as a measure of discipline. Some months ago it was decided to abandon this practice. A careful study of the system showed that it worked great injustice. The custom of levying fines had grown until such penalties became exceedingly numerous. They were made to cover every imaginable form of delinquency, no matter how trivial. In the imposition of so many fines it was natural that mistakes should now and then occur and mistakes of this kind always led to much resentment on the part of the employees affected.

As there was no definite schedule of fines applicable to specific offenses, the amount of the penalty had to be left to the judgment of administrative officers. Thus a wide variation frequently occurred in the fines imposed for the same kind of offense. This inequality in the penalties inflicted was another source of irritation. In short, it seemed impossible to apply the method of punishing by fine without some degree of unfairness. Taken as a whole, its effect upon the service was decidedly injurious.

Such fines as were imposed for mistakes in the disposition of mail actually had the effect of discouraging rapid work. Employees who handle the largest number of letters and dispose of them most expeditiously are naturally liable to make more errors than those who proceed more slowly and accomplish less. Thus it sometimes happened that efficient clerks were penalized oftener than the inefficient.

In view of its objectionable features it is surprising that the fining system was not sooner abandoned. It is a method of discipline to which the intelligent employees of the postal service should not have been subjected.

Through the abolishment of fines an important saving has been made in the work of accounting. Every time a fine was imposed, no matter how small, it required a readjustment of the salary payments. All fines levied by postmasters were reported to the Department for formal approval and certification to the Auditor. As the fines were exceedingly numerous, their deduction from the salaries of the employees concerned involved a vast amount of needless work.

SUSPENSIONS.

Another method of discipline that should be abandoned is the practice of suspending from duty without pay. Suspensions are thought to be wrong in principle. They place the Government in the position of enforcing idleness, whereas its purpose should be to encourage industry. The effect of suspension upon an employee is

anything but beneficial, and when his duties have to be performed by an inexperienced substitute, as is frequently the case, it works a detriment to the service as well. No employee should be suspended except for a flagrant offense, such as intoxication, and then the period of suspension should be as brief as possible, terminating as soon as the case can be settled and a suitable penalty imposed. Suspensions should never be made for minor infractions of the rules or for ordinary acts of carelessness. In such cases it is far better to keep the employees at work and to count the delinquencies against them in making up their efficiency ratings.

METHODS OF TRACING ERRORS IN MAIL DISTRIBUTION.

As an essential part of any plan for the keeping of efficiency ratings there should be some reliable method of fixing the responsibility for errors in the handling of mail. The mistakes that most frequently occur are those resulting from the misplacing of letters in the various sorting processes technically known as "distributing." Unless the mail handled by a given employee can be identified it is generally impossible to trace such errors. Various methods of marking letters at the time they are sorted have been devised and some of these methods are now employed in certain offices with considerable success. During the past year the Department has encouraged experimentation along this line, and at present some newly-invented devices are being tested. The purpose of these devices is to mark each letter during the process of distribution for local delivery in such manner that it will show beyond question by whom it was handled.

In the case of mail sorted for out-of-town dispatch, an effective means of fixing responsibility for errors is already provided by the facing slip that accompanies each package of letters placed in the outgoing mail. For years the practice has been to stamp on the facing slip that shows the destination of each package the name or identification mark of the employee who prepares it for dispatch. Thus, if a misplaced letter is found in a package, the facing slip will show who made the mistake. The postal regulations require that whenever an error of this kind is discovered it shall be reported back to the office or branch of the service where made. Hence the facing slip, if properly used, serves as a most effective check upon errors in the handling of mail.

BACKSTAMPING.

Unfortunately, the employment of canceling machines for the backstamping of mail largely destroys the effectiveness of the facing slip as a means of tracing errors. Owing to the manner in which backstamping is done by machine it is hardly feasible to use the facing slip for this purpose. The incoming packages of letters are cut open, the bulky pieces of mail, including those in long envelopes, are taken out, postal cards are reversed when necessary in order to avoid stamping the wrong side, and finally the letters from the various bundles are run through the machine in what is practically a continuous series. During this process it is almost impossible to keep together the facing slips and their respective packages. As the slips usually become misplaced they lose all value as evidence in fixing the responsibility for mistakes.

It thus happens that the practice of backstamping, which was originally adopted as a means of providing a check upon errors and delays in the handling of mail, has in its operation defeated the very purpose for which devised. The serious objection to backstamping on this ground suggested some inquiries regarding its general utility. The question was raised as to whether it could not be abandoned with a positive gain to the service. Certain disadvantages of the practice were so clearly established that the Department decided some months ago to suspend it in several large cities as a matter of experiment. Thus far the period of suspension has been too brief to warrant a definite conclusion, but enough time has elapsed to show that the omission of backstamping has some decided advantages. First of all, it permits the proper utilization of the facing slip as a means of fixing the responsibility for errors in mail dispatched. The packages of incoming letters go intact to the distributors, and thus each distributor, by preserving the facing slips, is enabled to report the exact source of every error discovered.

In the post-office of one of our large cities a record of the errors traced to their sources during the month of September last, while backstamping was in operation, showed a total of 172, whereas the same office was able in the month of October, with backstamping suspended, to fix the responsibility for 2,478 errors, utilizing the facing slips in the manner just described. Similar experiences have been reported from other post-offices as a result of the suspension of backstamping.

Unquestionably the systematic use of the facing slip in this manner would have a most beneficial effect. If the postal employees who sort mail for dispatch understood that every error made in its distribution would be traced back to the responsible person by the conclusive evidence of the facing slip, the number of missent letters would be materially reduced. Errors that result in the missending of mail are decidedly more annoying to the public and more costly to the service than those occurring in the local distribution work of the post-office. A mistake of the former kind is rarely discovered before the letter affected has reached the post-office to which missent, and hence it generally causes considerable delay. For instance, a distributor in Washington may carelessly place a letter intended for New York in a package of mail made up for New Orleans. If the package goes direct to New Orleans without being opened, as is usually the case, the error will not be discovered until the letter has reached that city, and thus several days are lost before it can be returned for delivery in New York. The facing slip on the package will bear the name or identification number of the clerk responsible for the mistake at the Washington post-office, and if the slip is properly used the error will be finally reported to the local postmaster for entry in the employee's efficiency record.

There seems to be an impression on the part of the public that the backstamp in some manner enables the postmaster to fix on a given employee the responsibility for a mistake in the handling of mail, but this idea is erroneous. While in a general way the backstamp registers on each incoming letter the time of receipt, it does not afford any positive means of determining by which of several employees the letter was actually handled. All letters coming in at a given time receive the same mark. Unless individual responsibility can be fixed and the mistake brought directly home to the employee who made it, the

desired disciplinary effect is lacking. In post-offices where any considerable number of clerks are simultaneously employed the backstamp is of practically no value for this purpose. Under such conditions, as already stated, the only manner in which errors can be definitely traced is to provide some means of marking distinctively the letters handled by each employee.

While the backstamp is supposed to show approximately the time of a letter's receipt at the post-office, it is never conclusive, for there may be delay in the office before the backstamping occurs. As a rule the time record of the backstamp is changed not oftener than every half hour, and therefore backstamping, even if promptly done, can show a variance of nearly thirty minutes from the true time. The usual custom in adjusting the time record of the backstamp is to set it thirty minutes ahead of the actual hour. Recent investigation has developed the fact that in some offices the backstamp is habitually set, not at the time when the mail arrives, but at the hour when it is the practice to begin delivery. In such cases the record conveyed by the backstamp is far from accurate and serves to deceive rather than to enlighten the public.

If the backstamp indicates an unusual lapse of time between the apparent dates of mailing and receipt, there is no means of telling whether the dispatching or the receiving office was at fault. The delay may have occurred in the first office after the process of cancellation, or it may have taken place in the office of receipt before the letter was backstamped. In such cases the postmaster at the office of receipt may refer to the backstamp as evidence that the letter was delayed before reaching his office, while the postmaster at the office of dispatch may point to the cancellation mark as showing that the delay took place after the letter was forwarded. As a matter of fact, the backstamp is of little assistance under such conditions in determining the course of a letter. It is almost invariably true, however, that regardless of the backstamp the movement of the mail from office to office can be definitely traced by means of the systematic records of the railway mail service taken in conjunction with the date of cancellation at the dispatching office. If for any reason it becomes important to trace the movement of a given letter, it can be done just as readily without the backstamp.

The principal advantage of the backstamp, when accurately applied, comes from the record it furnishes regarding the promptness of local delivery. If there is unwarranted delay between the receipt of a letter at the post-office and its delivery the fact will be disclosed by the backstamp. Thus the backstamp affords to some extent a check on the carrier service and also on the force engaged in distributing mail to delivery boxes in the post-office.

If the carrier service is properly organized and superintended, however, the delivery of mail from the post-office should proceed with clock-like regularity, each carrier varying little from his regular schedule. Under efficient supervision the mail should leave the office on scheduled time and the carrier should traverse his route from beginning to end with reasonable precision. Then there would be no necessity for the time record the backstamp is supposed to furnish. It is only under lax management that unusual delays in city delivery are possible, and there is always at hand a check upon such delays in another form than the backstamp. A still more accurate check is provided

by the cancellation mark on the letters mailed within a city for local delivery. It is estimated that the local letters comprise about a third of first-class city mail. Such letters are never backstamped. As they are sent out by the first delivery after receipt at the office the time record of the cancellation mark answers the purpose of a backstamp. Every pouch of mail taken out by a carrier includes a certain number of such letters, and these local letters, because of the cancellation records they bear, disclose any unreasonable delay in delivery.

An important objection to backstamping is the time it consumes. Mails are invariably retarded to some extent by the practice, and frequently serious delays result. Recent inquiries at various offices disclosed the fact that a portion of the incoming mail usually misses the early morning delivery because of the time required to backstamp it. This is true also of each subsequent delivery. Such letters as miss the last delivery of the day are held over until the following morning, reaching the addressees at least twelve hours late.

In the dispatching of transit mail there are also numerous delays as a result of backstamping. Frequently the time thus consumed makes it necessary to forward such mail on a later train. When the intervals between departing mails are long, the time lost is considerable, often amounting to a half day or more.

Since time has become a factor of such vital importance in the business world it is a serious question whether the advantages of the backstamping system are sufficient to offset the delay it causes in the delivery of mail. Probably the time that could be saved by omitting the practice would be of far greater benefit to the public than any purpose the backstamp can serve. From inquiries recently made it would seem that on only a small percentage of the vast number of envelopes backstamped is the receipt mark utilized. Under the office methods followed by the principal business organizations of to-day little attention is paid to the backstamp. The heavy mails received by such organizations are usually opened by clerks who stamp the time of receipt on the face of the letter, consigning the envelope to the wastebasket. In handling large volumes of mail there is little time for the study of the records made by the backstamp. The important thing is to have the letters opened as expeditiously as possible and distributed without delay to the officers and employees in charge of the correspondence.

The regulations require that postal cards shall be backstamped on the address side in order to prevent any effacement of the written message, but in the rapid handling of mail it is difficult to avoid mistakes in this matter. Frequently complaints are received because of backstamping marks on the reverse side of the card. With the extensive use of souvenir post cards complaints have become especially numerous, owing to the marring effect of the backstamp. The careful handling of postal cards in order to prevent such mistakes consumes considerable time and increases the delay that results from the backstamping practice. Whatever may be decided as to the advisability of the general abandonment of backstamping, its suspension so far as postal cards are concerned is certainly desirable.

In considering the proposed abolishment of backstamping, it should be borne in mind that every resource now utilized in that work could be made equally available for other service in the post-office. The machines could be devoted just as readily to the work of cancellation

and the employees engaged in backstamping could be profitably assigned to other duties. Not only would a positive saving of time be accomplished by the omission of backstamping, but the other forces of the post-office would be augmented in such manner as to hasten still further the distribution of mail.

POST-OFFICE METHODS.

As regards a considerable portion of their work, the post-offices of the country appear to have been treated in the past as virtually independent organizations. The excellence of the system employed has varied with the ability of the postmaster and his assistants. Effective and economical methods of doing almost every phase of the work have been devised in individual post-offices, but as the Department has hitherto given little attention to their general introduction, these methods have spread but slowly from office to office. It is believed that a system of more direct supervision, having for its object the coordination of the methods of work in post-offices, will greatly benefit the service. If the best of the methods now employed in the various offices can be generally introduced the average of efficiency will be materially raised.

A considerable amount of work along these lines has been accomplished by the Bureau during the past year and some of the good effects are already apparent. Owing to the limited field force available it has been necessary to conduct much of this work by correspondence. So far as practicable, however, the officers and agents of the Bureau have taken up the question of post-office methods through personal conferences with the postmasters and their superintendents.

STANDARDIZATION OF PRINTED FORMS.

The methods of a post-office are determined to a considerable extent by the nature of the printed forms provided for its use. By improving and standardizing the forms it is possible in large measure to improve and standardize the methods. With this end in view, the Bureau has undertaken a general revision of the forms used in post-offices, endeavoring to provide the simplest and most effective style of form for every necessary use. The work of revision, involving as it does the most careful investigation, has necessarily progressed slowly, but nevertheless a marked reform has been accomplished during the year, and the continuation of the work will unquestionably result in still further improvement.

ELIMINATION OF UNNECESSARY RECORDS.

The work of revising printed forms has directed attention to a number of records that are still maintained in many post-offices, although discarded in certain of the most progressive offices. Among these are records of mail forwarded, of mail returned to writer, of mail failing of delivery by carrier, and of special-delivery mail dispatched. Investigations conducted through field agents and by correspondence indicate that these records are of little utility. They have been found practically valueless in protecting the mails against theft and also in checking the errors of employees. Furthermore, they do not appear

to be of any assistance in effecting the delivery of the mail recorded. On the contrary, the work of keeping them invariably retards to a considerable extent such delivery, while diverting from more useful employment in the post-office labor that costs annually many thousands of dollars. All records of this nature, the abandonment of which has been found desirable in the most progressive offices, should be discarded throughout the entire service. The failure of many post-offices to follow the example set by the offices where such improvement has been made shows very clearly the importance of a more general and more effective supervision of these matters by the Department.

TIME OF HOLDING UNDELIVERABLE MAIL.

Among the questions recently considered in a general study of post-office methods was that of changing the present practice as regards the holding of undeliverable mail on which there is a return address. A considerable amount of such mail fails of delivery owing to some inaccuracy in the address or because the addressee has departed from the place where addressed. At present it is the custom to hold mail of this kind for a period of thirty days before sending it back to the writer. This practice is required by the act of June 8, 1873, which provides that—

When the writer of any letter on which the postage is prepaid shall indorse upon the outside thereof his name and address, such letter shall not be advertised, but after remaining uncalled for at the office to which it is directed thirty days, or the time the writer may direct, shall be returned to him without additional charge for postage, and if not then delivered shall be treated as a dead letter.

When this act was passed, the conditions in the postal service were quite different from those now prevailing. The movement of the mails was much slower than at present. With city-delivery service still in its infancy, the greater portion of the mail was deposited and called for at the post-offices. A longer period consequently elapsed between the mailing of a letter and its delivery. Under present conditions the time prescribed by the law is too long. This is especially true of letters directed to street addresses at city-delivery offices. Such letters are rarely called for at the post-office. If it is impossible to deliver a letter of this kind with the aid of a city directory or other sources of information at the postmaster's command it should be promptly returned to the writer, thus bringing to his attention without delay the failure of delivery and making it possible for him to correct the erroneous address. The return of such mail as soon as the mistake in address is discovered would be in most cases a decided advantage to the writers and at the same time would save the post-office force the labor now expended in scrutinizing daily all letters of this kind in order to insure a strict compliance with the rule.

The time of holding such letters is a matter the Department should regulate just as it now fixes the period during which dead letters are held. If subject to Departmental regulation it would be possible to adapt the procedure to current conditions and meet in a satisfactory manner the requirements at different classes of offices and with respect to different classes of mail.

In order to accomplish this purpose, it is suggested that the provision of law just quoted be amended by substituting for the words

"thirty days, or the time the writer may direct," the words "the time the Postmaster-General may prescribe, or the writer may direct." Under the law as thus amended the practice of holding undeliverable mail could be modified by the Department in such manner as to benefit the public and the postal service alike.

EQUIPMENT OF POST-OFFICE QUARTERS.

The work of systematizing post-office methods has been more difficult because of the wide variation in the styles of equipment provided for post-office quarters. It would be a decided advantage to the service if definite standards could be adopted for post-office fixtures and furniture. As far as practicable uniform equipment should be provided for post-office quarters under lease to the Government as well as for those in Federal buildings.

All fixtures and furniture of post-offices in Federal buildings are now purchased by the Treasury Department. It is a question whether better results could not be obtained by allowing the Post-Office Department, which is naturally more familiar with the requirements of its own service, to arrange for such equipment.

In the case of post-office quarters leased to the Government the lessor is generally required by his contract to furnish the necessary equipment. He naturally includes in the annual rental an amount sufficient to cover the full expense of the equipment, realizing that it will be a difficult matter to recover its value at the termination of the lease. For this reason it is thought that a considerable saving could be made by providing the necessary fixtures and furniture at Government expense. This plan would simplify the question of securing the desired uniformity in the styles of equipment.

If the Government should decide to furnish the post-office fittings it would be desirable to have them manufactured as far as practicable in accordance with the unit system, thus making it possible to transfer equipment readily from one building to another when an office is moved, or from city to city, as the needs of the service require.

In order that this plan of equipping leased post-office quarters may be given a trial, it is suggested that authority be asked of Congress to expend for this purpose a certain portion, say not exceeding \$100,000, of the appropriation for rent, light, and fuel for the coming fiscal year.

LOCATION OF POST-OFFICE QUARTERS.

The importance of securing proper locations for city post-office buildings was dwelt upon in my last annual report. A further study of this problem has shown still more clearly the disadvantages that result from lack of care in the selection of sites. The desirability of placing the main office in such proximity to the principal railway station that the mail can be delivered from the train to the working room without intermediate hauling is becoming more generally recognized. Steps have been already taken to secure a number of post-office sites at points immediately adjacent to railway terminals. This plan of locating post-offices will eliminate the heavy wagon service between the office and the railway, a service that unquestionably represents the slowest stage in the present system of city mail distribution. As an essential part of a city postal system in which the main office is

thus located there should be a sufficient number of properly distributed branch post-offices or postal stations to afford convenient mail facilities throughout the community.

The plan of having the main operations of the post-office performed in a structure adjoining the principal railway station will make it necessary to abandon the practice of quartering post-offices in buildings devoted in part to other services of the Government. As the requirements of the postal service in the way of quarters differ so radically from the needs of the various other Government services usually housed in a Federal building, it is almost impossible to provide for them satisfactorily under the same roof.

Under existing law the sites of Government buildings for post-office purposes are selected by officers of the Treasury Department. It would be to the advantage of the postal service if the method could be changed so as to permit the consideration of recommendations from post-office experts. As the site of a post-office building is a matter of vital concern to the postal service, the officers of that service should have some voice in making the selection.

ALLOWANCES FOR RENT, LIGHT, AND FUEL AT THIRD-CLASS POST-OFFICES.

The current appropriation act limits the amount that may be allowed for rent at a third-class office to \$400. This limitation is not in the interest of good service. At the larger offices of the third class, especially in rapidly growing towns, the Department is frequently forced to accept inferior accommodations for post-offices owing to its inability to pay sufficient rental. At such offices, where rents are rising rapidly, it is particularly desirable to secure quarters under leases for terms of five or ten years, yet in many instances a lease can not be had because of the limitation mentioned. In such cases the postmaster must supply the difference between the necessary amount and the amount allowed. Not only is this an injustice to the postmaster, but it usually results in undesirable quarters for the post-office.

A similar condition prevails with respect to allowances for light and fuel. Owing to the increase in the cost of fuel and the extension of electric and gas lighting systems, an allowance of \$80 is often insufficient to meet the expense of heating and lighting third-class post-office quarters.

The law should be amended so as to permit an allowance of \$500 for rent and of \$100 for light and fuel at an office of the third class.

UNIFORM RENTS FOR POST-OFFICE BOXES.

Heretofore there has been no established basis for the fixing of rates of rent for post-office boxes, and consequently there is great dissimilarity in the charges at different post-offices. At some small offices box rents are higher than at large offices, while frequently at neighboring offices of the same size rates widely differ. This has naturally led to many complaints from box renters.

After giving the subject much consideration, the Department has adopted a schedule of rents designed to apply at all post-offices, the new rates to be based upon the kind and the capacity of the boxes.

rented and upon the size of the post-office. Call boxes, being in less demand and cheaper than lock boxes, are put at a lower figure, while more rent is charged for boxes of large capacity than for small ones. The box rents at fourth-class offices are made lower than at offices of a higher class, the rates increasing in proportion to the size of the post-office as measured by the gross receipts.

The new schedule adopts as the minimum rate for call boxes in small fourth-class post-offices the amount now generally charged—10 cents per quarter. From this figure the rates advance according to a carefully graduated scale until they reach a charge for small lock boxes at the largest post-office (New York City) of \$4 a quarter, the amount now charged at that office.

The schedule has been made use of tentatively for a number of months in establishing new rates and has been found to work admirably. The various rates have been decided upon only after a careful testing of each through a comparison with existing rates. A complete adoption of the schedule will not cause any general increase in box rents. While some rates will be raised, others will be considerably lowered, the aim being to correct inequalities and at the same time to produce an average approximating that of the rates now in force.

It is not the purpose of the Department to make a general readjustment of rates on January 1, 1907. On the contrary, the rents now charged at any post-office will remain in force until it is decided to establish new rates for that particular office, at which time the new schedule will be applied.

USE OF AUTOMOBILES IN THE POSTAL SERVICE.

During the past year, for the first time in the history of the Department, arrangements were made for the introduction of an automobile service in the collection of city mail. Under a contract that went into effect on the 1st of October last two specially-equipped automobiles are being utilized in the collection service of Baltimore. Favorable reports have been received regarding them, and the Department is now planning for a similar collection service in several other places. It is believed that in large cities automobiles can be advantageously substituted to a considerable extent for the horse carts now employed so generally in collecting mail. By the use of automobile vehicles a much speedier collection service can be organized without added expense. Plans are being considered also for the introduction of the automobile in other branches of the city postal system with the purpose of quickening as far as possible the handling of the mails. Unquestionably the motor vehicle can be made an important factor in the postal service, as it already is in other business enterprises.

EMERGENCIES IN THE CALIFORNIA POSTAL SERVICE RESULTING FROM THE EARTHQUAKE.

To meet the extraordinary conditions prevailing in the postal service in California after the disastrous earthquake of April 18, 1906, an appropriation of \$70,000 was made by Congress, to be expended in the discretion of the Postmaster-General. Of this appropriation, \$35,000 was allotted to the Bureau of the First Assistant Postmaster-General for use in providing emergency service in the post-offices of the cities and towns where the effects of earthquake were most felt. The

amount utilized for this purpose up to June 30 last was \$7,609.85. As the necessity for emergency service continued, Congress reappropriated the unexpended balance. At the present rate of expenditure the entire amount will be exhausted before the close of the current fiscal year. While the removal of a considerable portion of the population of San Francisco to Oakland and other California cities has made necessary a large increase in the postal facilities of such cities, the cost of conducting the mail service of San Francisco has not diminished. On the contrary, the difficulties confronting the local service during the period of rebuilding, including abnormally high wages, have added greatly to its expense. As the unusual cost of providing the necessary postal facilities in the cities affected by the earthquake seems likely to be maintained for some time to come, it is probable that another special appropriation will be required.

APPROPRIATIONS AND EXPENDITURES.

The appropriations for the postal service for the fiscal year ended June 30, 1906, that were controlled by the Bureau of the First Assistant Postmaster-General after the reorganization of the Department on December 1, 1905, amounted in all to \$75,559,895. Of this sum \$52,148,020 was administered through the Division of Salaries and Allowances and \$23,410,875 through the Division of City Delivery.

The following table shows the amounts appropriated under the several heads, the amounts expended, and the unexpended balances:

Item.	Appropriation.	Expenditure.	Balance.
Compensation to postmasters	\$23,750,000	\$23,544,585.09	\$205,414.91
Compensation to assistant postmasters, first and second class offices	2,123,800	1,978,219.48	145,580.52
Compensation to clerks at first and second class offices.....	{ 21,000,000 a 60,000 }	{ 21,034,553.81 }	25,446.19
Compensation to substitutes for clerks at first and second class offices.....	100,000	85,686.42	14,313.58
Temporary clerk hire at first and second class offices	150,000	140,996.88	3.12
Separating service at third and fourth class offices.....	800,000	743,579.73	56,420.27
Unusual conditions at second, third, and fourth class offices.....	50,000	48,067.95	1,932.05
Regular clerk hire at third-class offices	750,000	655,128.97	94,871.03
Rent, light, and fuel at first, second, and third class offices.....	2,800,000	2,714,130.06	85,869.94
Miscellaneous items, first and second class offices.....	225,000	209,581.44	15,418.56
Advertising, first and second class offices	25,000	72.58	24,927.42
Rental and purchase of canceling machines.....	225,000	220,604.00	4,396.00
Compensation and per diem of assistant superintendents, Division of Salaries and Allowances.....	24,220	22,514.70	1,705.30
Incidental expenses of the city delivery service.....	b 30,000	17,968.36	12,031.64
Emergencies in California	c 35,000	7,609.85	d 27,390.15
Pay of letter carriers at established offices.....	21,296,575	20,920,509.86	376,065.14
Pay of letter carriers at new offices	110,000	27,901.97	82,098.03
Horse hire.....	725,000	682,255.96	42,744.04
Car fare and bicycles.....	325,000	302,280.62	22,719.38
Pay of mechanics	19,800	16,999.75	2,800.25
Marine postal service at Detroit, Michigan	4,500	4,450.00	50.00
Fees to special delivery messengers.....	920,000	919,999.36	.64
Car fare for special delivery messengers.....	10,000	8,417.31	1,582.69
Travel and miscellaneous expenses, office of First Assistant Postmaster-General	1,000	902.79	97.21
Total	75,559,895	74,316,016.94	1,243,878.06

a Deficiency appropriation.

b Allotted to the Bureau of the First Assistant Postmaster-General for the seven months following the reorganization of the Department on December 1, 1905. The remainder of the unexpended balance of the appropriation of \$300,000 was transferred to the Bureau of the Fourth Assistant Postmaster-General.

c This sum was allotted to the Bureau of the First Assistant Postmaster-General from the appropriation of \$70,000.

d Balance made available for fiscal year 1907.

The following tables show the estimates, the appropriations, and the expenditures under the several heads for each fiscal year from 1897 to 1906, inclusive, the estimates and appropriations for the fiscal year 1907, and the estimates for the fiscal year 1908:

COMPENSATION TO POSTMASTERS.

Year ended June 30—	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of in- crease.	Amount.	Increase.	Per cent of in- crease.
1897.....	\$17,000,000	\$16,250,000.00	\$250,000.00	1.56	\$16,908,384.55	\$347,208.45	2.10
1898.....	17,000,000	16,750,000.00	500,000.00	3.08	17,453,433.58	545,049.03	3.22
1899.....	16,250,000	16,750,000.00	.....	0.	18,223,506.81	770,073.23	4.41
1900.....	17,000,000	17,000,000.00	250,000.00	1.49	19,112,096.99	888,590.18	4.88
1901.....	17,000,000	17,978,785.86	978,785.86	5.76	19,949,514.79	887,417.80	4.88
1902.....	18,000,000	19,987,051.19	2,008,265.33	11.17	20,783,919.97	834,405.18	4.18
1903.....	20,000,000	20,974,775.97	987,724.78	4.94	21,631,724.04	847,804.07	4.08
1904.....	21,500,000	21,739,169.57	764,333.60	3.60	22,273,343.90	641,619.86	2.97
1905.....	24,000,000	23,250,000.00	1,510,830.43	6.95	22,743,342.03	469,998.13	2.11
1906.....	23,750,000	23,750,000.00	500,000.00	2.15	23,544,585.09	801,243.06	3.52
1907.....	24,500,000	24,000,000.00	250,000.00	1.05	.....	.....	.....
1908.....	25,500,000	.....	.....	.....	.....	.....	.....

COMPENSATION TO ASSISTANT POSTMASTERS AT FIRST AND SECOND CLASS POST-OFFICES.

[Prior to 1901 assistant postmasters at first and second class offices were paid from the appropriation for clerks.]

1901.....	\$1,426,600	\$1,347,700.00	.....	.....	\$1,339,333.97	.....	.....
1902.....	1,559,800	1,559,300.00	\$211,600.00	15.70	1,479,674.05	\$140,340.08	10.41
1903.....	1,701,500	1,701,500.00	142,200.00	9.12	1,622,780.12	143,056.07	9.67
1904.....	1,894,100	1,894,100.00	192,600.00	11.32	1,806,428.19	183,698.07	11.32
1905.....	2,000,000	2,037,800.00	143,700.00	7.59	1,895,142.72	88,714.53	4.91
1906.....	2,154,300	2,123,800.00	86,000.00	4.22	1,978,219.48	83,076.76	4.38
1907.....	2,123,800	2,123,800.00	.....	.....	.....	.....	.....
1908.....	2,275,000	.....	.....	.....	.....	.....	.....

COMPENSATION TO CLERKS AT FIRST AND SECOND CLASS POST-OFFICES.

[Expenditures on account of separating mails at third and fourth class offices are included in years prior to 1900.]

1897.....	\$10,500,000	\$10,400,000.00	\$300,000.00	2.97	\$10,375,088.39	\$399,433.72	4.00
1898.....	11,000,000	10,600,000.00	200,000.00	1.92	10,591,857.69	216,769.80	2.09
1899.....	11,300,000	a 11,108,100.00	508,100.00	4.79	11,098,194.22	506,336.53	4.78
1900.....	11,800,000	b 11,518,862.19	410,762.19	3.70	11,508,108.92	409,914.70	3.69
1901.....	11,656,900	c 11,725,914.14	207,051.95	1.80	11,716,447.35	208,338.43	1.81
1902.....	13,300,000	d 13,051,648.81	1,325,734.67	11.31	13,164,807.98	1,448,360.63	12.36
1903.....	14,878,200	e 15,715,024.03	2,663,375.22	20.41	15,735,284.14	2,570,476.16	16.34
1904.....	18,101,900	f 18,124,730.43	2,409,706.40	15.26	17,788,312.52	2,053,028.38	13.05
1905.....	20,000,000	19,995,700.00	1,870,969.57	10.32	19,657,650.30	1,869,337.78	10.51
1906.....	21,630,500	21,060,000.00	1,064,306.00	5.32	21,034,553.81	1,376,903.51	6.50
1907.....	22,680,000	h 22,700,000.00	1,640,000.00	7.79	.....	.....	.....
1908.....	25,700,000	.....	.....	.....	.....	.....	.....

a Includes \$8,100 deficiency appropriation.

b Includes \$19,962.19 deficiency appropriation.

c Includes \$21,214.14 transferred from compensation to postmasters on account of post-offices discontinued.

d Includes \$12,948.81 transferred from compensation to postmasters on account of post-offices discontinued.

e Includes \$25,224.03 transferred from compensation to postmasters on account of post-offices discontinued.

f Includes \$10,830.43 transferred from compensation to postmasters on account of post-offices discontinued.

g Includes estimates for temporary clerks and for substitutes for clerks on vacation.

h Includes \$700,000 for contract stations.

FIRST ASSISTANT—APPROPRIATIONS AND EXPENDITURES. 141

COMPENSATION TO SUBSTITUTES FOR CLERKS AT FIRST AND SECOND CLASS POST-OFFICES ON VACATION.

[Prior to 1900 no separate appropriation was made for substitutes for post-office clerks.]

Year ended June 30—	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1900.....	\$75,000	\$75,000.00	.....	.....	\$71,838.51	.....	.....
1901.....	100,000	125,000.00	\$50,000.00	66.67	125,405.79	\$53,567.28	74.57
1902.....	150,000	150,000.00	25,000.00	20.00	145,277.91	19,872.12	15.85
1903.....	200,000	175,000.00	25,000.00	16.67	158,833.08	13,555.17	9.81
1904.....	200,000	200,000.00	25,000.00	14.29	157,123.88	a 1,709.20	a 1.08
1905.....	(b)	100,000.00	a 100,000.00	50.00	58,498.33	a 98,625.55	a 62.77
1906.....	100,000	100,000.00	.....	.....	85,686.42	27,188.09	46.48
1907.....	100,000	100,000.00	.....	.....	.....	.....	.....
1908.....	110,000	.....	.....	.....	.....	.....	.....

TEMPORARY CLERK HIRE AT FIRST AND SECOND CLASS POST-OFFICES.

[Prior to 1900 temporary clerks at first and second class post-offices were paid from the appropriation for clerks.]

1900.....	.....	c \$75,134.14	.....	.....	\$75,134.14	.....	.....
1901.....	\$100,000	d 115,000.00	\$39,865.86	53.06	114,361.41	\$39,227.27	52.21
1902.....	125,000	125,000.00	10,000.00	8.98	123,155.59	8,794.18	7.69
1903.....	150,000	175,000.00	50,000.00	40.00	168,869.47	45,713.88	36.84
1904.....	200,000	200,000.00	25,000.00	14.29	187,024.82	18,155.35	10.75
1905.....	(e)	150,000.00	f 50,000.00	f 25.00	131,457.99	f 55,566.83	f 29.71
1906.....	150,000	150,000.00	.....	.....	149,996.88	18,538.89	14.10
1907.....	150,000	152,000.00	2,000.00	1.33	.....	.....	.....
1908.....	165,000	.....	.....	.....	.....	.....	.....

SEPARATING SERVICE AT THIRD AND FOURTH CLASS POST-OFFICES.

[Prior to July 1, 1899, expenditures for separating service were made from the appropriation for clerks at first and second class post-offices.]

1900.....	.....	\$750,000.00	.....	.....	\$749,615.44	.....	.....
1901.....	\$900,000	900,000.00	\$150,000.00	20.00	888,498.06	\$138,877.92	18.53
1902.....	1,050,000	1,050,000.00	150,000.00	16.67	1,008,525.88	115,032.82	12.92
1903.....	1,100,000	1,100,000.00	50,000.00	4.76	1,080,751.95	77,226.07	7.7
1904.....	1,300,000	1,300,000.00	200,000.00	18.18	1,099,412.25	18,660.30	1.73
1905.....	g 1,700,000	750,000.00	.....	.....	720,579.10	.....	.....
1906.....	h 900,000	800,000.00	50,000.00	6.67	743,579.73	23,000.63	3.19
1907.....	800,000	800,000.00	.....	.....	.....	.....	.....
1908.....	775,000	.....	.....	.....	.....	.....	.....

NOTE.—The reduction in the appropriation for separating service in 1905 is due to the fact that in that year appropriations were made for the first time for regular clerk hire at third-class post-offices and for unusual conditions at third and fourth class post-offices.

UNUSUAL CONDITIONS AT POST-OFFICES.

[Prior to 1905 expenditures for unusual conditions were made from the appropriation for separating service.]

1905.....	i \$1,700,000	j \$50,000.00	.....	.....	\$40,016.83	.....	.....
1906.....	k 900,000	j 50,000.00	.....	.....	48,067.95	\$8,051.12	20.11
1907.....	75,000	l 100,000.00	\$50,000.00	100.00	.....	.....	.....
1908.....	100,000	.....	.....	.....	.....	.....	.....

a Decrease.

b Included in estimates for compensation to clerks.

c Includes \$134.14 deficiency appropriation.

d Includes \$15,000 deficiency appropriation.

e Included in estimate for compensation to clerks.

f Decrease.

g Includes estimates for regular clerk hire at third-class post-offices and for unusual conditions at third and fourth class post-offices.

h Includes estimate for unusual conditions at third and fourth class post-offices.

i Includes estimates for separating service at third and fourth class post-offices and for regular clerk hire at third-class post-offices.

j For third and fourth class post-offices.

k Includes estimate for separating service at third and fourth class post-offices.

l For second, third, and fourth class post-offices.

REPORT OF THE POSTMASTER-GENERAL.

REGULAR CLERK HIRE AT THIRD-CLASS POST-OFFICES.

[Prior to 1905 there was no appropriation for regular clerk hire at third-class offices.]

Year ended June 30—	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1905.....	^a \$1,700,000	\$700,000.00	.....	.....	\$607,100.86	.....	.....
1906.....	900,000	750,000.00	\$50,000.00	7.14	655,128.97	\$48,028.11	7.91
1907.....	900,000	750,000.00	.....	.....	.....	.....	.....
1908.....	900,000	.....	.....	.....	.....	.....	.....

RENT, LIGHT, AND FUEL AT FIRST, SECOND, AND THIRD CLASS POST-OFFICES.

1897.....	\$1,600,000	\$1,600,000.00	.....	.....	\$1,507,459.61	\$51,166.57	3.51
1898.....	1,600,000	1,600,000.00	.....	.....	1,598,563.17	91,103.56	6.05
1899.....	1,750,000	^b 1,704,000.00	\$104,000.00	8.80	1,697,586.32	99,023.15	6.20
1900.....	1,750,000	^c 1,825,000.00	121,000.00	7.10	1,803,541.13	105,954.81	6.24
1901.....	1,950,000	1,950,000.00	125,000.00	6.85	1,948,711.76	145,170.68	8.06
1902.....	2,100,000	^d 2,150,000.00	200,000.00	10.26	2,125,180.29	176,468.53	9.05
1903.....	2,250,000	^d 2,400,000.00	250,000.00	11.63	2,364,741.74	239,587.71	11.23
1904.....	2,500,000	2,550,000.00	150,000.00	6.25	2,642,549.17	277,807.43	11.75
1905.....	2,750,000	^e 2,690,000.00	140,000.00	5.49	2,568,572.73	^f 73,976.44	^f 2.79
1906.....	2,800,000	2,800,000.00	110,000.00	5.24	2,714,190.06	145,557.33	5.66
1907.....	3,000,000	3,000,000.00	200,000.00	7.14	.....	.....	.....
1908.....	3,150,000	.....	.....	.....	.....	.....	.....

MISCELLANEOUS ITEMS, FIRST AND SECOND CLASS POST-OFFICES.

1897.....	\$150,000	\$150,000.00	.....	.....	\$149,696.89	\$7,207.11	5.06
1898.....	150,000	150,000.00	.....	.....	148,436.65	^f 1,260.24	^f .84
1899.....	200,000	^g 175,066.50	\$25,066.50	16.71	175,066.50	26,629.85	17.94
1900.....	200,000	200,000.00	24,933.50	14.24	199,131.25	24,064.75	13.75
1901.....	250,000	225,000.00	25,000.00	12.50	225,022.19	25,890.94	13.00
1902.....	250,000	250,000.00	25,000.00	11.11	254,877.03	29,854.84	13.27
1903.....	250,000	250,000.00	.....	.....	262,306.96	7,429.93	2.92
1904.....	250,000	250,000.00	.....	.....	245,461.95	^f 16,845.01	^f 6.42
1905.....	250,000	250,000.00	.....	.....	237,987.74	^f 7,474.21	^f 3.04
1906.....	250,000	225,000.00	^f 25,000.00	^f 10.00	209,581.44	^f 28,406.30	^f 11.97
1907.....	250,000	250,000.00	25,000.00	11.11	.....	.....	.....
1908.....	265,000	.....	.....	.....	.....	.....	.....

RENTAL AND PURCHASE OF CANCELING MACHINES.

1897.....	\$60,000	\$60,000.00	.....	.....	\$62,016.20	\$19,188.24	58.06
1898.....	75,000	65,000.00	\$5,000.00	8.33	64,833.70	12,867.50	24.74
1899.....	125,000	100,000.00	35,000.00	53.85	99,830.08	34,946.38	53.86
1900.....	150,000	150,000.00	50,000.00	50.00	149,426.55	49,596.47	49.68
1901.....	200,000	150,000.00	.....	.....	149,534.48	107.93	.08
1902.....	200,000	^h 190,225.00	40,225.00	26.67	199,725.00	50,190.52	33.37
1903.....	190,000	190,000.00	^e 225.00	.....	196,469.38	^f 3,255.62	^f 1.63
1904.....	300,000	250,000.00	60,000.00	31.58	174,651.45	^f 21,817.93	^f 11.11
1905.....	250,000	200,000.00	^f 50,000.00	^f 20.00	186,721.19	12,069.74	6.91
1906.....	250,000	225,000.00	25,000.00	12.50	220,604.00	33,882.81	18.14
1907.....	275,000	250,000.00	25,000.00	11.11	.....	.....	.....
1908.....	300,000	.....	.....	.....	.....	.....	.....

^a Includes estimates for separating service and unusual conditions at third and fourth class post-offices.^b Includes \$4,000 deficiency appropriation.^c Includes \$25,000 deficiency appropriation.^d Includes \$50,000 deficiency appropriation.^e Includes \$140,000 deficiency appropriation.^f Decrease.^g Includes \$66.50 deficiency appropriation.^h Includes \$225 deficiency appropriation.

FIRST ASSISTANT—APPROPRIATIONS AND EXPENDITURES. 143

INCIDENTAL EXPENSES, CITY DELIVERY SERVICE.

Year ended June 30—	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of in- crease.	Amount.	Increase.	Per cent of in- crease.
1897.....	\$200,000	\$24,000.00			\$30,312.32		
1898.....	75,000	<i>a</i> 75,198.40	\$51,198.40	213.32	75,198.40	\$44,886.08	148.07
1899.....	110,000	<i>b</i> 100,000.00	24,801.60	32.19	141,791.16	66,592.76	88.56
1900.....	150,000	<i>c</i> 465,571.99	365,571.99	365.57	465,555.90	\$23,764.74	228.34
1901.....	180,000	<i>b</i> 200,000.00	<i>d</i> 265,571.99	<i>d</i> 57.04	226,968.87	<i>d</i> 238,567.03	<i>d</i> 51.27
1902.....	220,000	<i>b</i> 220,000.00	20,000.00	10.00	232,372.87	6,404.00	2.38
1903.....	300,000	272,300.00	52,300.00	23.77	272,299.94	39,927.07	17.18
1904.....	300,000	300,000.00	27,700.00	10.17	50,650.26	<i>d</i> 221,649.68	<i>d</i> 81.81
1905.....	300,000	300,000.00			60,227.72	9,577.46	18.91
1906.....	300,000	300,000.00			102,778.54	42,550.82	70.65
1907.....	40,000	40,000.00	<i>d</i> 260,000.00	<i>d</i> 86.06			
1908.....	45,000						

PAY OF LETTER CARRIERS AT ESTABLISHED OFFICES.

[Prior to 1897 the appropriation for pay of letter carriers was not a separate item in the appropriation act.]

1897.....	\$12,360,300	\$12,240,300.00			\$12,271,466.81		
1898.....	12,766,500	12,529,000.00	\$238,700.00	2.36	12,605,438.38	\$333,971.57	2.72
1899.....	13,135,400	13,085,400.00	556,400.00	4.44	13,014,921.83	409,483.45	3.25
1900.....	13,697,200	13,697,200.00	611,800.00	4.67	13,561,676.87	546,755.04	4.20
1901.....	14,724,200	14,787,600.00	1,090,400.00	7.96	14,787,616.70	1,225,939.88	9.04
1902.....	16,080,900	16,080,900.00	1,293,300.00	8.75	16,024,091.24	1,236,474.54	8.36
1903.....	17,430,450	17,430,450.00	1,349,550.00	8.39	17,343,122.59	1,319,081.95	8.23
1904.....	19,028,800	19,028,800.00	1,598,350.00	9.17	18,688,716.24	1,345,593.65	7.76
1905.....	20,606,250	20,250,000.00	1,221,200.00	6.42	19,867,800.00	1,179,088.76	6.81
1906.....	21,296,575	21,296,575.00	1,046,575.00	5.16	20,920,509.86	1,052,709.86	5.30
1907.....	22,228,000	22,228,000.00	931,425.00	4.13			
1908.....	<i>e</i> 23,384,700						

PAY OF LETTER CARRIERS AT NEW OFFICES.

1897.....	(<i>f</i>)	(<i>f</i>)					
1898.....	(<i>g</i>)	\$90,000.00			\$87,000.62		
1899.....	(<i>g</i>)	50,000.00	<i>d</i> \$40,000.00	<i>d</i> 44.44	55,233.37	<i>d</i> \$31,767.25	<i>d</i> 36.51
1900.....	60,000	60,000.00	10,000.00	20.00	56,822.25	1,688.88	2.88
1901.....	75,000	60,000.00			91,990.65	35,168.40	61.89
1902.....	75,000	75,000.00	15,000.00	25.00	82,182.56	<i>d</i> 9,808.09	<i>d</i> 10.66
1903.....	90,000	90,000.00	15,000.00	20.00	83,727.09	1,544.53	1.88
1904.....	100,000	100,000.00	10,000.00	11.11	65,048.10	<i>d</i> 18,678.99	<i>d</i> 22.31
1905.....	125,000	110,000.00	10,000.00	10.00	29,667.46	<i>d</i> 35,880.64	<i>d</i> 54.39
1906.....	110,000	110,000.00			27,901.97	<i>d</i> 1,765.49	<i>d</i> 5.95
1907.....	75,000	50,000.00	<i>d</i> 60,000.00	<i>d</i> 54.54			
1908.....	50,000						

HORSE HIRE.

[Prior to 1897 the appropriation for horse hire was not a separate item in the appropriation act.]

1897.....	\$330,000	\$344,000.00			\$348,908.87		
1898.....	380,000	370,000.00	\$26,000.00	7.55	371,876.00	\$22,967.13	6.58
1899.....	380,000	380,000.00	10,000.00	2.72	405,768.81	33,892.81	9.11
1900.....	410,000	410,000.00	30,000.00	7.89	449,347.00	43,578.19	10.73
1901.....	475,000	475,000.00	65,000.00	15.85	496,242.28	46,895.28	10.46
1902.....	510,000	<i>h</i> 511,968.51	36,968.51	7.80	562,947.91	66,705.63	13.46
1903.....	650,000	650,000.00	138,031.49	26.96	627,161.73	64,213.82	11.40
1904.....	750,000	750,000.00	100,000.00	15.38	665,217.97	38,056.24	6.06
1905.....	800,000	700,000.00	<i>d</i> 50,000.00	<i>d</i> 6.66	658,147.57	<i>d</i> 7,070.40	<i>d</i> 1.04
1906.....	725,000	725,000.00	25,000.00	3.57	682,255.96	24,108.39	3.81
1907.....	750,000	725,000.00					
1908.....	750,000						

a Includes deficiency appropriation of \$15,198.40, and amounts for Detroit marine service and for mechanics.

b Includes amounts for Detroit marine service and for mechanics.

c Includes deficiency appropriation of \$315,571.99, and amounts for Detroit marine service and for mechanics.

d Decrease.

e The enactment into law of the proposed bill presented in an earlier part of this report would necessitate an appropriation for letter carriers considerably in excess of this estimate.

f Included in estimate and appropriation for additional carriers.

g Included in estimate for additional carriers.

h Includes a deficiency appropriation of \$1,968.51.

REPORT OF THE POSTMASTER-GENERAL.

CAR FARE AND BICYCLES.

[Prior to 1897 the appropriation for car fare and bicycles was not a separate item in the appropriation act.]

Year ended June 30—	Estimate.	Appropriation.			Expenditure.		
		Amount.	Increase.	Per cent of increase.	Amount.	Increase.	Per cent of increase.
1897.....	\$170,000	\$170,000.00			\$159,456.45		
1898.....	180,000	175,000.00	\$5,000.00	2.94	170,076.98	\$10,620.53	6.66
1899.....	185,000	185,000.00	10,000.00	5.71	182,684.83	12,607.85	7.41
1900.....	195,000	195,000.00	10,000.00	5.41	194,023.58	11,338.75	6.21
1901.....	230,000	230,000.00	35,000.00	17.85	230,012.68	35,989.10	18.55
1902.....	255,000	255,000.00	25,000.00	10.87	230,128.98	116.25	.006
1903.....	275,000	275,000.00	20,000.00	7.84	254,796.57	24,667.64	10.72
1904.....	300,000	300,000.00	25,000.00	9.09	269,586.68	14,790.11	5.80
1905.....	325,000	300,000.00			281,987.21	12,350.53	4.58
1906.....	350,000	325,000.00	25,000.00	8.33	302,280.62	20,343.41	7.22
1907.....	350,000	340,000.00	15,000.00	4.61			
1908.....	360,000						

PAY OF MECHANICS.

1897.....	(a)	\$10,800.00			\$10,751.36		
1898.....	(a)	(b)					
1899.....	(a)	(b)					
1900.....	(a)	(b)					
1901.....	(a)	(b)					
1902.....	(a)	(b)					
1903.....	(a)	18,000.00			16,239.97		
1904.....	19,800	19,800.00	1,800.00	10.00	16,771.70	531.73	3.27
1905.....	19,800	19,800.00			16,851.25	79.55	.05
1906.....	19,800	19,800.00			16,999.75	148.50	.09
1907.....	19,800	19,800.00					
1908.....	19,800						

MARINE POSTAL SERVICE AT DETROIT, MICHIGAN.

1897.....	(a)	\$3,500.00			\$3,503.25		
1898.....	(a)	(b)					
1899.....	(a)	(b)					
1900.....	(a)	(b)					
1901.....	(a)	(b)					
1902.....	(a)	(b)					
1903.....	(a)	4,500.00			4,645.00		
1904.....	4,500	4,500.00			3,836.00	809.00	1.72
1905.....	12,000	4,500.00			4,446.00	610.00	1.59
1906.....	4,500	4,500.00			4,450.00	4.00	.009
1907.....	4,500	4,500.00					
1908.....	4,500						

FEES TO SPECIAL-DELIVERY MESSENGERS.

[Prior to 1902 no appropriation was made for fees to special-delivery messengers.]

1897.....					\$333,038.34	\$15,029.42	4.73
1898.....					370,383.56	37,345.22	11.21
1899.....					415,994.02	45,610.46	12.30
1900.....					477,184.97	61,190.95	14.70
1901.....					542,123.01	64,943.04	13.60
1902.....	665,000	665,000.00			621,014.80	78,886.79	14.51
1903.....	742,000	742,000.00	77,000.00	11.58	716,765.49	95,750.69	15.42
1904.....	800,000	800,000.00	58,000.00	7.95	791,076.54	74,311.05	10.36
1905.....	950,000	900,000.00	100,000.00	12.50	847,492.39	56,415.85	7.13
1906.....	950,000	920,000.00	20,000.00	2.22	934,590.64	87,098.25	10.27
1907.....	1,000,000	950,000.00	30,000.00	3.26			
1908.....	1,075,000						

a No specific amount.

b Included in the appropriation for incidental expenses, free-delivery service.

c Decrease.

d Includes a deficiency appropriation of \$20,000.

FIRST ASSISTANT—APPROPRIATIONS AND EXPENDITURES. 145

CAR FARE FOR SPECIAL-DELIVERY MESSENGERS.

[Prior to 1900 no appropriation was made for car fare for special-delivery messengers.]

Year ended June 30—	Estimate.	Appropriation.			Expenditure.		
		Amount. .	Increase.	Per cent of in- crease.	Amount.	Increase.	Per cent of in- crease.
1900.....	\$10,000	\$10,000.00	.....	.....	\$2,153.20	.....	.....
1901.....	10,000	10,000.00	.....	.....	2,657.37	\$504.17	2.34
1902.....	10,000	10,000.00	.....	.....	3,709.20	1,051.83	3.96
1903.....	10,000	10,000.00	.....	.....	6,577.15	2,867.95	7.73
1904.....	12,000	12,000.00	\$2,000.00	20.00	6,988.47	411.32	.62
1905.....	12,000	10,000.00	a 2,000.00	a 16.67	7,693.28	704.81	1.00
1906.....	10,000	10,000.00	.....	.....	8,417.31	724.03	.94
1907.....	10,000	10,000.00	.....	.....	.....	.....	.....
1908.....	12,000	.....	.....	.....	.....	.....	.....

a Decrease.

WORK OF THE DIVISIONS.

DIVISION OF APPOINTMENTS.

The following table shows the operations of the Division of Appointments during the fiscal year ended June 30, 1906:

Item.	Year ended June 30—		Increase.	Decrease.
	1905.	1906.		
Postmasters appointed:				
At Presidential offices—				
On resignation of predecessor	100	199	99	.....
On death of predecessor	75	119	44	.....
On removal of predecessor	63	82	19	.....
On expiration of term—				
Reappointments	318	1,472	1,154	.....
New appointments	145	497	352	.....
On advancement of office to Presidential class	361	410	49	.....
Total at Presidential offices	1,062	2,779	1,717	.....
At fourth-class offices—				
On resignation of predecessor	7,974	7,634	.....	340
On death of predecessor	671	663	.....	8
On removal of predecessor	1,162	1,223	61	.....
On relegation of office to fourth class	22	30	8	.....
On establishment of office	2,164	2,206	42	.....
Total at fourth-class offices	11,993	11,756	.....	237
Total at all offices	13,055	14,535	1,480	.....
Post-offices established	2,164	2,206	42	.....
Post-offices discontinued	5,164	4,737	.....	427
Names and sites of post-offices changed	2,151	2,173	22	.....

Following is a table that gives the number of post-offices of each class on June 30 of each year from 1897 to 1906, inclusive:

Year.	First class.	Second class.	Third class.	Total, Presidential classes.	Fourth class.	Total, all classes.
1897	169	741	2,852	3,762	67,260	71,022
1898	169	749	2,898	3,816	69,754	73,570
1899	176	789	3,028	3,993	71,007	75,000
1900	194	852	3,187	4,233	72,455	76,688
1901	208	940	3,318	4,466	72,479	76,945
1902	220	1,023	3,488	4,731	71,193	75,924
1903	242	1,107	3,690	5,039	69,130	74,169
1904	265	1,204	3,896	5,365	65,766	71,131
1905	275	1,258	4,120	5,653	62,478	68,131
1906	290	1,305	4,315	5,910	59,690	65,600

DIVISION OF BONDS AND COMMISSIONS.

The main features of the work of the Division of Bonds and Commissions during the year ended June 30, 1906, are shown by the following table:

Item.	Presidential offices.	Fourth-class money-order offices.	Fourth-class not money-order offices.	Total.
Bonds examined and accepted:				
Bonds of newly appointed postmasters	2,521	4,286	6,480	13,287
Renewed bonds	342	7,172	4,192	11,706
Total	2,863	11,458	10,672	24,993
Commissions issued	2,521	4,286	6,480	13,287

DIVISION OF SALARIES AND ALLOWANCES.

READJUSTMENT OF POSTMASTERS' SALARIES.

The following table shows the changes resulting from the annual adjustment of Presidential postmasters' salaries and the assignment of post-offices to the Presidential classes on the basis of the receipts in the four quarters ended March 31, 1906, and also the number of Presidential offices discontinued during the fiscal year 1906 and the number of offices advanced from the fourth class to the Presidential grade on October 1, 1905, January 1, 1906, April 1, 1906, and July 1, 1906:

Item.	First class.	Second class.	Third class.	Total Presidential.
Number of offices July 1, 1905	290	1,309	4,052	5,651
Increases:				
Advanced from fourth class October 1, 1905		1	60	61
Advanced from fourth class January 1, 1906			159	159
Advanced from fourth class April 1, 1906			54	54
Advanced from lower class July 1, 1906	27	183	48	208
Relegated from higher class July 1, 1906		1	9	10
Decreases:				
Advanced to higher class July 1, 1906		27	133	160
Relegated to lower class July 1, 1906		9	24	34
Discontinued subsequent to July 1, 1906	1	5	10	15
Number of offices July 1, 1906	316	1,403	4,215	5,934
Net increase since July 1, 1905	26	94	163	283
SALARIES OF POSTMASTERS:				
July 1, 1906	\$1,113,100	\$3,285,400	\$6,142,300	\$10,540,800
Increase over salaries on July 1, 1905	\$84,200	\$208,000	\$336,500	\$628,700
GROSS RECEIPTS:				
Four quarters ended March 31, 1906	\$101,085,129	\$21,789,194	\$17,492,513	\$140,346,837
Increase over receipts for four quarters ended March 31, 1905	\$14,265,998	\$763,768	\$1,101,094	\$16,110,861

CLERKS IN FIRST AND SECOND CLASS POST-OFFICES.

The increase in the volume of the postal business during the fiscal year ended June 30, 1906, was so much greater than expected that a deficiency appropriation of \$60,000 for post-office clerks became necessary in order to enable the Department to provide for the proper handling of the mails at a number of the larger offices. During the current fiscal year the growth has been even more rapid. Notwithstanding an increase of \$1,640,000 in the appropriation and the exercise of great care in its allotment, the available balance is small. It is probable that before the end of the year a supplementary appropriation will be required.

CLERK HIRE FOR THIRD-CLASS OFFICES.

The expenditure for compensation to clerks in third-class offices exceeded by \$48,028.11 the amount expended during the preceding year. The appropriation for 1906, however, was \$50,000 more than for 1905, and the unexpended balance was therefore practically the same as in the preceding year. It was necessary to reserve a considerable part of the appropriation to meet the possible demands of postmasters at offices of the third class who had failed to apply for allowances at the beginning of the year.

No increase was made in the appropriation for the current year, and as the number of third-class post-offices is increasing rapidly the balance at the close of the fiscal year will be small. Unless the appropriation is increased it will be necessary to reduce the allowances for 1908.

SEPARATING SERVICE.

Although the amount of work performed in separating mails at post-offices where mail routes connect was less in 1906 than in the years immediately preceding, there was not a corresponding decrease in the expenditures for such work. A number of postmasters entitled to clerk hire for separating mails did not apply for allowances until the last fiscal year, and the granting of such allowances increased the expenditures. It is believed, however, that the sum appropriated for the current fiscal year will be sufficient to meet the needs of the service and that a slight reduction can be safely made in the appropriation for the fiscal year 1908.

QUARTERS FOR POST-OFFICES.

During the past fiscal year 42 additional post-offices and postal stations were moved into Federal buildings and 184 into quarters leased to the Government.

Following is a table that gives the number of postmasters in each class on June 30 of each year from 1897 to 1906:

Year.	First class.
1897	169
1898	169
1899	176
1900	194
1901	208
1902	220
1903	242
1904	265
1905	275
1906	290

DIVISION OF BONDS AND COMMISSIONS

The main features of the work of the Division of Bonds and Commissions during the year ended June 30, 1906, are shown in the following table:

Item.	Percentage of total offices.
Bonds examined and accepted:	
Bonds of newly appointed postmasters	2.3
Renewed bonds	3.0
Total	2,800
Commissions issued	2,521

DIVISION OF SALARIES AND ALLOWANCES

READJUSTMENT OF POSTMASTERS' SALARIES

The following table shows the changes resulting from the readjustment of Presidential postmasters' salaries to the Presidential classes on the basis of four quarters ended March 31, 1906, and also the number of offices discontinued during the fiscal year 1906, and the number of offices advanced from the fourth class to the Presidential classes on October 1, 1905, January 1, 1906, April 1, 1906, and July 1, 1906.

Item.	First class.	Second class.
Number of offices July 1, 1905	290	1,309
Increases:		
Advanced from fourth class October 1, 1905		1
Advanced from fourth class January 1, 1906		9
Advanced from fourth class April 1, 1906		133
Advanced from lower class July 1, 1906	27	1
Relegated from higher class July 1, 1906		1
Decreases:		
Advanced to higher class July 1, 1906		27
Relegated to lower class July 1, 1906	1	9
Discontinued subsequent to July 1, 1905		5
Number of offices July 1, 1906	316	1,403
Net increase since July 1, 1905	26	94
SALARIES OF POSTMASTERS:		
July 1, 1906	\$1,113,100	\$3,285,400
Increase over salaries on July 1, 1905	\$84,200	\$203,000
GROSS RECEIPTS:		
Four quarters ended March 31, 1906	\$101,085,129	\$21,789,194
Increase over receipts for four quarters ended March 31, 1905	\$14,265,998	\$3,778,000

showing the development of the service during the forty-
its existence are given in the following table:

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Year	Carriers.		Gross receipts of city delivery offices.		Cost of service.		Ratio of cost to gross receipts.	Cost per carrier.
	Number.	Increase.	Amount.	Increase.	Amount.	Increase.		
		Per ct.		Per ct.		Per ct.	Per ct.	
1885	685				\$317,063.20			\$462.86
1886	757				448,664.51			592.68
1887	863				589,236.41			682.77
1888	943				699,984.34			742.24
1889	1,198				995,984.59			831.33
1890	1,246				1,183,915.31			960.17
1891	1,362				1,230,079.85			903.14
1892	1,419				1,353,923.23			964.14
1893	1,443				1,385,965.76			970.43
1894	1,498				1,422,495.48			949.59
1895	2,049				1,802,696.41			879.79
1896	2,195				1,880,041.99			856.51
1897	2,269				1,981,186.51			873.15
1898	2,265				1,893,619.85			836.08
1899	2,275	0.4	\$12,117,820.24		1,824,166.96		15.05	801.84
1900	2,859	3.6	13,066,470.76	7.8	1,947,706.61	6	14.90	825.69
1901	3,628	13.9	15,082,166.65	15.4	2,363,693.14	21.4	15.66	879.31
1902	3,611	6.4	16,887,086.23	11.9	2,499,911.54	5.7	13.61	873.78
1903	3,115	8.8	19,414,772.80	14.9	2,623,262.74	4.9	13.51	842.45
1904	3,680	18.1	22,317,499.94	14.9	3,173,336.51	20.9	14.21	862.31
1905	3,580	5.7	21,596,020.08	3.2	3,504,206.52	10.4	16.22	891.82
1906	3,588	12	21,940,169.42	1.6	3,985,952.55	13.4	18.15	914.62
1907	3,411	11	22,629,826.66	3.1	4,312,306.70	9	19.05	890.56
1908	3,410	9.6	25,014,385.30	10.5	4,618,692.07	6.7	18.46	869.82
1909	3,416	19.3	29,459,943.33	13.7	5,422,356.36	17.4	18.40	854.45
1910	3,417	30.1	32,206,493.72	9.3	6,957,941.90	28.3	21.60	842.67
1911	3,416	9.7	36,648,000.49	13.8	7,976,202.72	14.6	21.21	879.79
1912	3,411	11.7	40,405,386.28	10.2	9,072,160.31	13.7	22.47	895.07
1913	3,411	5.8	44,031,728.77	9	9,966,892.67	9.9	22.63	924.27
1914	3,411	8.2	48,444,363.83	10	10,683,575.26	7	22.05	919.01
1915	3,411	9	45,801,210.16	5.15	11,229,436.78	5.1	24.51	900.88
1916	3,411	8.2	49,128,621.42	7.2	12,185,544.98	8	24.70	904.40
1917	3,411	.94	52,567,624.42	7.7	12,713,861.41	4.7	24.18	970.50
1918	3,411	.75	52,741,470.37	.33	12,827,396.69	.88	24.82	991.00
1919	3,411	5.9	56,681,804.68	7.47	13,837,506.10	4.4	28.02	977.47
1920	3,411	4	61,807,916.82	9.04	13,905,800.00	3.9	22.50	970.48
1921	3,411	7.48	66,775,903.86	8	14,512,190.04	4.4	21.78	979.78
1922	3,411	6.96	74,295,394.67	11.26	15,752,600.00	8.55	21.20	961.17
1923	3,411	8.5	83,330,812.37	12.16	17,123,310.90	8.7	20.65	962.60
1924	3,411	9.9	93,466,623.13	12.14	19,837,986.00	12.98	20.69	969.60
1925	3,411	6.24	101,708,230.31	8.82	20,561,206.10	6.83	20.22	961.18
1926	3,411	4.91	109,801,335.35	7.96	20,919,078.13	1.71	19.05	960.60
1927	3,411	5.45	120,852,776.60	10.06	21,980,682.92	5.07	18.19	967.14

a Decrease.

the gross receipts of city delivery offices were not reported sep-

of city-delivery offices were 10.06 per cent preceding year, the cost of the service was a in 1905, and the average percentage of ipts was but 18.19 as against 19.05 in 1906,

MAIL SERVICE AT DETROIT.

led "marine" service at Detroit, estab-
five postal facilities to vessels passing
andled 570,417 pieces of mail, as com-
1905.

SPECIAL DELIVERY SERVICE.

The growth of the special-delivery service in recent years has been rapid. Special-delivery fees of 8 cents each amounting to \$934,590.64 were claimed by postmasters during the fiscal year ended June 30, 1906, against \$847,492.39 in 1905 and \$474,184.97 in 1900. The figures for 1906 indicate that in that year 11,682,383 pieces of mail of this character were delivered at all post-offices.

The following table gives a comparative statement of the special-delivery business at city-delivery offices during the fiscal years 1905 and 1906:

Item.	Year ended June 30—		Increase.	Percentage of increase.
	1905.	1906.		
Pieces of mail for special delivery—	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	
Arriving from other offices	7,762,146	8,639,282	877,136	11.30
For local delivery	1,534,596	1,585,671	51,076	3.33
Total	9,296,741	10,224,953	928,212	9.98
Pieces failing of special delivery by messenger	459,371	520,468	61,097	.15
Messengers in special-delivery service	3,093	3,283	190	6.14
Compensation paid to messengers and others for special delivery	<i>Dollars.</i> 738,885.99	<i>Dollars.</i> 812,354.33	<i>Dollars.</i> 73,468.34	9.94
Average time consumed in making delivery ..	<i>Minutes.</i> 18.15	<i>Minutes.</i> 18.00	<i>Minutes.</i> .15	.008

^a Decrease.

DIVISION OF CORRESPONDENCE.

The following statement shows the main features of the work performed by the Division of Correspondence during the fiscal year ended June 30, 1906:

Letters and telegrams written	27,459
Cases disposed of relative to—	
Interpretation and observance of the postal regulations	13,904
Disputed ownership of mail	357
Mailing of obscene matter	1,485
Mailing of scurrilous and defamatory matter	2,726
Mailing of overweight matter	45
Inspectors' reports reviewed:	
Relative to box rents and key deposits	17,733
Miscellaneous	2,063

REORGANIZATION OF BUREAU.

A careful study of the operations of the several divisions comprising the Bureau of the First Assistant Postmaster-General since its reorganization on December 1, 1905, has suggested the importance of certain additional changes.

One of these changes is the consolidation of the Division of Bonds and Commissions with the Division of Appointments. The examination of the bonds of postmasters and the preparation of their commissions are but incidents of the appointment work and should be so handled. As the two divisions are now operated, there is an unnecessary duplication of record work. It is believed that the combined work of the two divisions could be greatly simplified under the plan of consolidation.

Another change recommended is the abolishment of the Division of Correspondence as a separate organization and the distribution of its work among several other offices.

A considerable amount of purely legal work now devolving upon the Division of Correspondence should be transferred to the Assistant Attorney-General for the Post-Office Department. This work embraces matters of three classes as follows:

1. The consideration of questions in regard to the mailability of alleged obscene, scurrilous, and defamatory matter.

2. The preparation of decisions as to the delivery of mail the ownership of which is in dispute.

3. The formulation of answers to inquiries concerning the construction to be placed upon postal laws and regulations.

Cases of the first class mentioned require a careful study and application of the law and decisions relating to unmailable matter, while the treatment of mail-dispute cases calls for an exact and comprehensive knowledge of many branches of the law and a familiarity with the rights arising thereunder. Cases of the third class, although restricted in scope, are essentially legal in character. The construction and interpretation of postal laws and regulations are matters that properly fall within the province of the law officer of the Department.

One function now exercised by the Division of Correspondence seems to belong more appropriately to the Third Assistant Postmaster-General. This is the enforcement of the statute relative to the limit of weight of mail matter. Many cases involving a consideration of this statute are so intimately connected with the question of classification, and especially with the matter of the use of the frank and penalty label, that it is almost impossible to determine where the jurisdiction of the Third Assistant ends and that of the First Assistant begins. A divided responsibility in the treatment of such cases is extremely unsatisfactory.

At present the Correspondence Division considers and investigates a large number of complaints relating to post-offices, and incidentally to postmasters. By referring to the files of the division considerable information can be obtained regarding the ability of postmasters as displayed by their correspondence and also concerning the character of the service rendered at their post-offices as indicated by the number and nature of the criticisms received. Such information is frequently of decided value as affecting the records of postmasters whose reappointments are under consideration. The handling of these complaints should be transferred to the Division of Appointments in order that the records incident thereto may be constantly available in the settlement of appointment cases.

Another function of the Division of Correspondence to be transferred is the management of the box-rent and key-deposit business. This work should be restored to the Division of Salaries and Allowances, where it was formerly conducted. It can be readily handled in the branch of that division having to do with post-office quarters and equipment.

Certain miscellaneous correspondence now attended to by the Correspondence Division, and also the regulation of post-office hours and the settlement of questions relating to Sunday service and to closing on holidays, could be advantageously handled in the immediate office of the head of the Bureau.

Complaints of various kinds regarding post-office management are at present received and considered by the Division of Salaries and Allowances, the Division of City Delivery, and the Appointment Division, as well as by the Division of Correspondence. Such of this work as is done in the first two divisions should be transferred, like that performed in the Correspondence Division, to the Division of Appointments, in order that complaints of every description affecting the standing of postmasters may be systematically recorded in the office where the information is needed.

Another duty that should be transferred from the Division of Salaries and Allowances to the Division of Appointments is the granting of leave of absence to Presidential postmasters. The amount of leave taken is an element of considerable importance in a postmaster's record. Applications for leave should be acted upon and all absences recorded in the Appointment Division. That office already controls the granting of leave to fourth-class postmasters, and it should have the same function in respect to postmasters of the Presidential class.

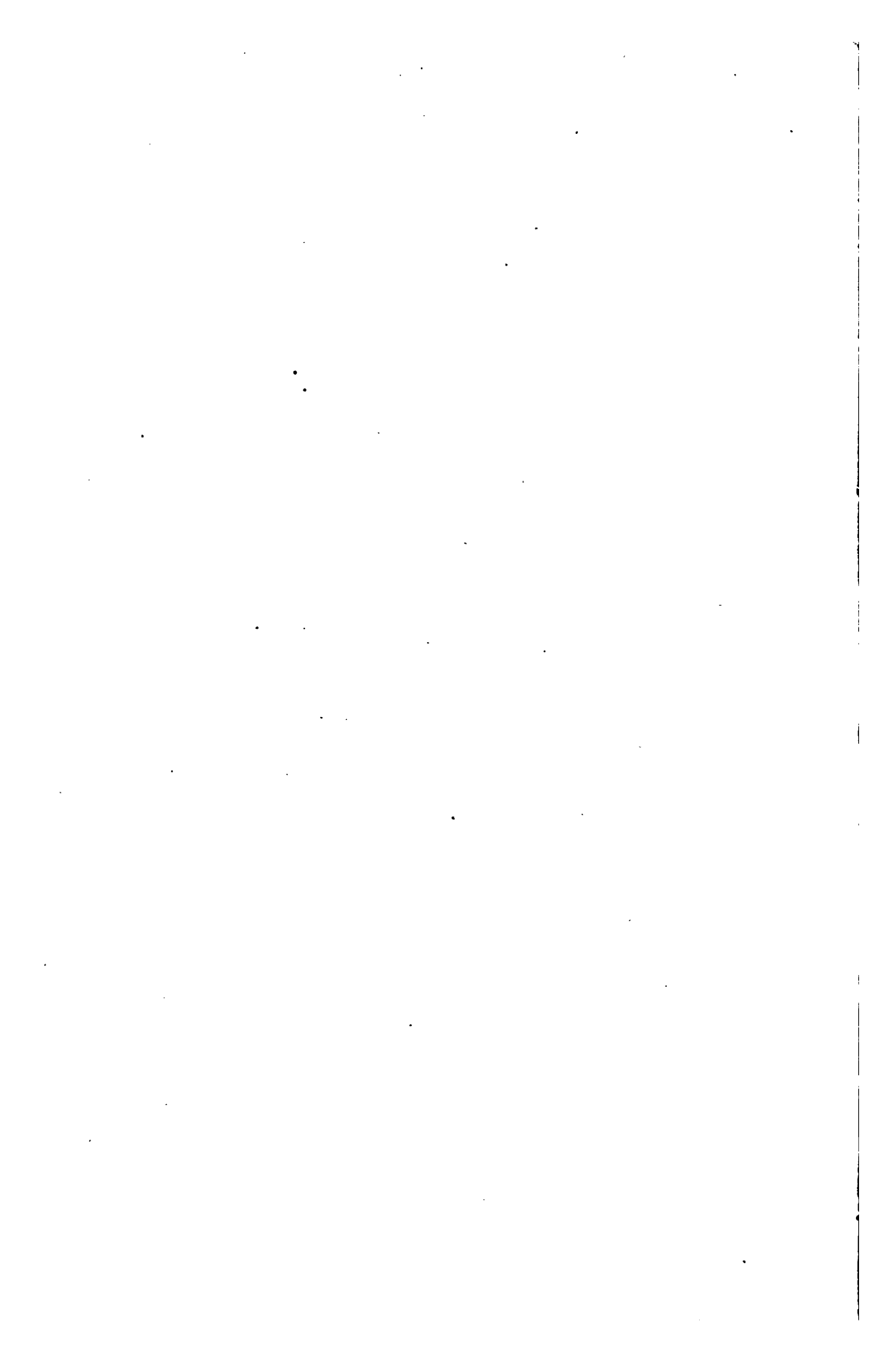
A redistribution of the duties of the Bureau in the manner here suggested would greatly facilitate its work.

Respectfully,

FRANK H. HITCHCOCK,
First Assistant Postmaster-General.

Hon. GEORGE B. CORTELYOU,
Postmaster-General.

REPORT
OF THE
SECOND ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 5, 1906.

SIR: I have the honor to submit the following report of the Office of the Second Assistant Postmaster-General for the fiscal year ended June 30, 1906:

GENERAL STATEMENT OF MAIL SERVICE.

The mail service in operation on June 30, 1906, was as follows:

Service.	Number.	Aggregate length.	Annual rate of expenditure.
		<i>Miles.</i>	
Star routes	16,118	205,379.16	\$7,118,116.96½
Special office routes	1,016	15,117.63	26,126.54
Steamboat routes	232	42,180.90	770,164.81
Railroad routes	3,168	203,823.84	41,610,785.62
Railway post-office car routes	298	53,549.31	5,870,251.94
Railway mail service (officers and clerks)	13,598		14,222,201.03
Mail-messenger routes	7,573	5,177.54	1,301,918.79
Wagon routes (in cities)	267	989.32	1,186,711.35
Electric and cable car routes	460	6,014.74	572,495.89
Pneumatic-tube routes	5	28.71½	445,563.84
Necessary and special facilities on trunk lines			167,005.00
Mail equipment			401,563.41
Miscellaneous items			70.55
Total inland mail service			73,692,975.23½
Foreign mails:			
Aggregate cost		\$3,137,349.57	
Less intermediary service to foreign countries		171,725.36	
			2,965,624.21
Total			76,658,599.44½

Summary of all classes of domestic mail service in operation June 30, 1906.

Number of routes	28,839
Length of routes	478,711.84½ miles
Number of miles traveled per annum	515,185,591.63
Annual rate of expenditure	\$73,692,975.23½
Rate of cost per mile traveled	14.30 cents
Rate of cost per mile of length	\$153.94
Average number of trips per week	10.34

Comparison with the report of June 30, 1905, shows:

	Per cent.
Decrease in number of routes.....	1, 044 or 3. 49
Decrease in length of routes.....miles	8, 093. 40 or 1. 66
Increase in number of miles traveled per annum.....	4, 492, 076. 88 or 0. 88
Increase in annual rate of expenditure.....	\$3, 074, 251. 56½ or 4. 35
Increase in rate of cost per mile traveled.....cent	0. 47 or 3. 39
Increase in rate of cost per mile of length.....	\$8. 88 or 6. 12
Increase in average number of trips per week.....	0. 26 or 2. 58
Number of contracts drawn in duplicate during the year	7, 246
Proposals received during the year under general advertisement	9, 349
Proposals received during the year under bulletin advertisements	8, 251

MAIL SERVICE IN DETAIL.

The mail service in operation on June 30, 1906, for the several classes was as follows:

STAR SERVICE.

Number of routes.....	16, 118
Length of routes.....miles	205, 379. 16
Number of miles traveled per annum.....	107, 503, 297. 12
Annual rate of expenditure.....	\$7, 118, 116. 96½
Rate of cost per mile traveled.....cents	6. 62
Rate of cost per mile of length.....	\$34. 65
Average number of trips per week.....	5. 03

Comparison with the report of June 30, 1905, shows:

	Per cent.
Decrease in number of routes.....	1, 081 or 6. 28
Decrease in length of routes.....miles	13, 110. 87 or 6. 00
Decrease in number of miles traveled per annum.....	5, 590, 372 or 4. 94
Increase in annual rate of expenditure.....	\$12, 049. 93½ or 0. 17
Increase in rate of cost per mile traveled.....cent	0. 34 or 5. 41
Increase in rate of cost per mile of length.....	\$2. 13 or 6. 55
Increase in average number of trips per week.....	. 06 or 1. 21

The appropriation for the last fiscal year was \$7,300,000. The sum reported by the Auditor as expended, as shown by accounts stated to September 30, 1906, is \$7,292,660.64, leaving an unexpended balance of \$7,339.36. From this amount, if sufficient, must be deducted all accounts chargeable to this appropriation which had not been stated by the Auditor up to September 30, 1906.

The appropriation for the current fiscal year is \$7,250,000, being \$120,000 less than the estimate which was submitted for this year.

The annual rate of expenditure for all star service was:

July 1, 1906	\$7, 616, 628. 03½
September 30, 1906.....	7, 503, 471. 30½

The amount estimated as necessary for the fiscal year ending June 30, 1908, is \$7,428,000, being \$178,000, or 2.45 per cent, more than the appropriation for the current fiscal year.

Annual letting of contracts.—The contracts for the star service in the fourth contract section, embracing the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, Utah, Idaho, Washington, Oregon, Nevada, and California, and the Territories of Oklahoma, New Mexico, Ari-

zona, Alaska, Hawaii, and Indian Territory, expired June 30, 1906, and new contracts have been made for all the star service in those States and Territories for the four-year term from July 1, 1906, to June 30, 1910. These new contracts covered 5,535 routes, aggregating 106,067.36 miles in length and 47,073,489.02 miles of annual travel, at an annual rate of expenditure of \$3,812,212.73, an increase of \$509,200.58½. The average rate per mile on June 30, 1906, under the old contracts was 7.10 cents. On July 1, 1906, the average rate per mile traveled under the new contracts was 8.09 cents, an increase of 0.99 cent per mile, or 13.94 per cent. At this average rate of 8.09 cents per mile traveled a contractor traveling 22 miles each week day would receive about \$1.78 per day, or \$557.07 per annum. The new contracts provide for collecting mail from as well as delivering mail into boxes along the routes. The old contracts required the delivery but not the collection service.

Advertisement for proposals.—The general advertisement issued September 15, 1906, and now pending, invites proposals for carrying the mails during a term of four years, from July 1, 1907, to June 30, 1911, on all the star and steamboat routes in the third contract section, embracing the States of Ohio, Indiana, Illinois, Michigan, Wisconsin, Minnesota, Iowa, and Missouri. The star service included in this advertisement calls for 2,018 routes, aggregating 20,582.07 miles in length and 12,450,379.76 miles of annual travel. The annual rate of expenditure on September 30, 1906, for star service in this section was \$791,194.40; the annual travel, 12,111,510.32 miles; rate of cost per mile of travel, 6.53 cents.

Box delivery and collection on star routes.—The duty of delivering mail into and collecting mail from boxes along the lines of star routes is now required by the contracts in force in three of the four contracts sections of the country. In the remaining (the third) section box delivery, but not collection, is required. The pending advertisement, however, looking to the reletting of the service in the third contract section, contemplates requiring the collection as well as the delivery service under the new contracts effective July 1, 1907. Both the collection and the delivery service will then have been extended to the entire country. The report for last year contained a statement showing the number of boxes or cranes and the families supplied by them along the star routes, as shown by statistics taken in June, 1905. No later statistics have been taken.

The Department does not prescribe any particular design of box to be used for this service, but the patron is expected to furnish, at his own expense, such style of box as will afford ample protection to his mail.

Star service discontinued.—The star service discontinued during the year ended June 30, 1906, by reason of the establishment of rural free-delivery service, represented an annual rate of expenditure of \$382,947.61. In the preceding year it was \$535,636.41. The total length of these routes discontinued last year was 11,579 miles, as against 17,106 miles the year before.

Legislation needed.—Attention is invited to the desirability of modifying the law in regard to advertisements for the general lettings of mail contracts. For the purpose of advertising the United States is divided into four contract sections, and in each section all the contracts for star service, steamboat service, and screen-wagon

service are relet once in four years, the sections alternating so that there is a general letting in one section every year. The existing law provides that a copy of the advertisement of all general lettings shall be posted in every post-office in the State or Territory included in the advertisement, regardless of the fact that a great many of the post-offices are not upon or interested in the routes advertised, and the posting of the advertisement in such offices serves no good purpose. It will thus be seen that in the course of four years an advertisement of this nature must be posted in every post-office in the United States, numbering at the present time about 65,600, whereas the total number of post-offices in the United States that are located on star and steamboat routes is about 36,000, or a little more than one-half of the total. Our last general advertisement, for example, included the State of Iowa, which has about 1,500 post-offices, and to each of these offices it was necessary to send a copy of the advertisement, notwithstanding the fact that only 206 of the offices are located on star routes; and similar illustrations might be cited in other States. If the advertisement were posted in those offices only which are upon the routes to be relet ample publicity would be given, as bids are entertained from those persons only who will undertake to live upon the routes and give to the performance of the service their personal supervision. If the law were changed in this respect it would reduce the number of advertisements of this kind about one-half. These advertisements are printed in pamphlet form, containing a description of the several routes and full instructions to bidders. There are inclosed with each one several forms of proposals for use by prospective bidders.

The existing law is found in the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes, approved March 1, 1881, which was a modification of previous laws on the same subject. This appears as section 1254, Postal Laws and Regulations, 1902. The provision in question reads as follows:

And hereafter the Postmaster-General shall cause advertisements of all general mail lettings of each State and Territory to be conspicuously posted in each post-office in the State and Territory embraced in said advertisements for at least sixty days before the time of such general letting; and no other advertisement of such lettings shall be required; but this provision shall not apply to any other than general mail lettings.

The change above suggested, and which I recommend, could be accomplished by enacting legislation to the following effect:

So much of the act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1882, and for other purposes, approved March 1, 1881, as relates to the advertisements of mail lettings, is hereby amended to read as follows:

"Hereafter the Postmaster-General shall cause advertisements of all general mail lettings of each State and Territory to be conspicuously posted in each post-office named in said advertisements for at least sixty days before the time of such general lettings; and no other advertisement of such lettings shall be required; but this provision shall not apply to any other than general mail lettings."

SPECIAL-OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1906, was \$26,126.54; during the year ended June 30, 1905, \$22,240.89.

The number of special offices on June 30, 1906, was 1,016, with an aggregate length of 15,117.63 miles, and an annual travel (estimated on the basis of 1.68 trips per week) of 2,645,873.76 miles.

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	44 or 4.52
Increase in length of routes.....miles..	1,447.84 or 10.59
Increase in estimated annual travel.....do..	279,473.17 or 11.81
Increase in annual rate of expenditure.....	\$3,885.65 or 17.47
Increase in rate of cost per mile traveled.....cents..	0.04 or 4.25
Increase in rate of cost per mile of length.....	\$0.10 or 6.17
Increase in average number of trips per week.....	0.02 or 1.20

The compensation of this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied, the postmasters being authorized to secure such frequency of service as may be practicable for that sum.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special-office service is regarded as but a temporary arrangement for the supply of newly established post-offices that are not on or near the lines of existing routes, and as soon as the new office shows a number of people to be supplied, or an amount of mail to be carried that will justify such action, regular contract service is provided for its supply.

STEAMBOAT SERVICE.

Number of routes.....	232
Length of routes.....miles..	42,180.90
Annual travel.....do..	5,882,408.08
Annual rate of expenditure.....	\$770,164.31
Rate of cost per mile traveled.....cents..	13.09
Rate of cost per mile of length.....	\$18.25
Average number of trips per week.....	1.34

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	10 or 4.50
Increase in length of routes.....miles..	509.17 or 1.22
Increase in annual travel.....do..	46,754.76 or 0.80
Increase in annual rate of expenditure.....	\$33,096.73 or 4.49
Increase in rate of cost per mile traveled.....cents..	0.46 or 3.64
Increase in rate of cost per mile of length.....	\$0.57 or 3.22
Decrease in average number of trips per week.....	0.01 or 0.74

The appropriation for the last fiscal year was \$725,000, which, with the sum of \$33,000 appropriated by the deficiency act of June 30, 1906, made a total of \$758,000 available for the past year. The sum expended, as reported by the Auditor on accounts stated to September 30, 1906, was \$731,398.89, leaving an unexpended balance of \$26,601.11, out of which must be paid the accounts unadjusted at that date.

All of the contracts for steamboat service in the fourth contract section expired June 30, 1906, and during the last fiscal year new contracts were made for a term of four years beginning July 1, 1906.

The annual rate of expenditure on July 1, 1906, under the new contracts was \$419,887.99, an increase over the same rate on June 30, 1906, under the old contracts of \$44,295.67, or 11.79 per cent.

The general advertisement of September 15, 1906, now pending, includes the steamboat service covered by the third contract section. This service embraced on September 30, 1906, 14 routes with an aggregate length of 814.45 miles and an annual travel of 270,774.40 miles, at an annual rate of expenditure of \$17,788.42, or 6.56 cents per mile.

The appropriation for the current fiscal year is \$800,000, being \$10,000 less than the estimate which was submitted.

The annual rate of expenditure was—

July 1, 1906.....	\$816, 965. 89
September 30, 1906	819, 731. 27

The amount estimated as necessary for the fiscal year ending June 30, 1908, is \$829,000, being \$29,000, or 3.62 per cent more than the appropriation for the current fiscal year.

MAIL-MESSENGER SERVICE.

Number of routes.....	7, 573
Length of routes.....	miles... 5, 177. 54
Annual travel.....	do... 11, 886, 723. 60
Annual rate of expenditure.....	\$1, 301, 918. 79
Rate of cost per mile traveled.....	cents... 10. 95
Rate of cost per mile of length.....	\$251. 45
Average number of trips per week.....	22. 07

Comparison with the report of the previous year shows—

	Per cent.
Decrease in number of routes.....	151 or 1. 95
Decrease in length of routes.....	miles... 19. 26 or. 37
Increase in annual travel.....	do... 404, 482. 08 or 3. 52
Increase in annual rate of expenditure.....	\$61, 380. 57 or 4. 94
Increase in rate of cost per mile traveled.....	cents... .15 or 1. 38
Increase in rate of cost per mile of length.....	\$12. 74 or 5. 33
Increase in average number of trips per week.....	. 83 or 3. 90

The appropriation for the last fiscal year was \$1,300,000. The sum reported by the Auditor as expended under accounts stated to September 30, 1906, is \$1,285,143.05, leaving an unexpended balance of \$14,856.95. From this amount must be deducted all accounts chargeable to this appropriation and not stated at the above date.

The appropriation for the current fiscal year is \$1,350,000.

The annual rate of expenditure was—

July 1, 1906.....	\$1, 291, 643. 60
September 30, 1906.....	1, 308, 350. 09

The amount estimated as necessary for the fiscal year ending June 30, 1908, is \$1,395,000, being \$45,000, or 3.33 per cent more than the appropriation for the current fiscal year.

PNEUMATIC-TUBE SERVICE.

The following statement shows the pneumatic-tube service under contract and that part of it in operation June 30, 1906:

State.	Route No.	City.	Contractor.	Total service under contract.		Service in operation June 30, 1906.	
				Length.	Annual pay.	Length.	Annual pay.
Massachusetts.	504003	Boston	Boston Pneumatic Transit Co.	<i>Miles.</i> 6.890	\$110,240.00	<i>Miles.</i> 6.890	\$110,240.00
New York	507006	New York ...	New York Mail and Newspaper Transportation Co.	24.653	414,145.74	6.858	115,123.54
Pennsylvania.	510004	Philadelphia	Pneumatic Transit Co.	7.642	129,914.00	4.002	68,034.00
Illinois	535010	Chicago	Chicago Postal Pneumatic Tube Co.	8.700	119,625.00	8.880	119,625.00
Missouri	545001	St. Louis	St. Louis Pneumatic Co.	3.160	48,267.00	2.090	32,541.30
Total				51.045	822,191.74	28.715	445,563.84

These contracts were executed pursuant to a provision contained in the appropriation act approved April 21, 1902, reading as follows:

* * * For the transmission of mail by pneumatic tubes or other similar devices, five hundred thousand dollars, or so much thereof as may be necessary; and the Postmaster-General is hereby authorized to enter into contracts for a period not exceeding four years, after public advertisement once a week for a period of six consecutive weeks in not less than five newspapers, one of which shall be published in each city where the service is to be performed. That the contracts for this service shall be subject to the provisions of the postal laws and regulations relating to the letting of mail contracts, except as herein otherwise provided, and that no advertisement shall issue until after a careful investigation shall have been made as to the needs and practicability of such service and until a favorable report, in writing, shall have been submitted to the Postmaster-General by a commission of not less than three expert postal officials, to be named by him; nor shall such advertisement issue until in the judgment of the Postmaster-General the needs of the postal service are such as to justify the expenditure involved. Advertisements shall state in general terms only the requirements of the service and in form best calculated to invite competitive bidding.

That the Postmaster-General shall have the right to reject any and all bids; that no contract shall be awarded except to the lowest responsible bidder, tendering full and sufficient guaranties, to the satisfaction of the Postmaster-General, of his ability to perform satisfactory service, and such guaranties shall include an approval bond in double the amount of the bid.

That no contract shall be entered into in any city for the character of mail service herein provided which will create an aggregate annual rate of expenditure, including necessary power and labor to operate the tubes, and all other expenses of such service in excess of four per centum of the gross postal revenue of said city for the last preceding fiscal year.

That no contract shall be made in any city providing for three miles or more of double lines of tube which shall involve an expenditure in excess of seventeen thousand dollars per mile per annum, and said compensation shall cover power, labor, and all operating expenses.

That the Postmaster-General shall not, prior to June thirtieth, nineteen hundred and four, enter into contracts under the provisions of this act involving an annual expenditure in the aggregate in excess of eight hundred thousand dollars; and thereafter only such contracts shall be made as may from time to time be provided for in the annual appropriation act for the postal service; and all provisions of law contrary to those herein contained are repealed. * * *

The appropriation act for the current fiscal year, approved June 26, 1906, contained the following provision:

* * * For the transmission of mail by pneumatic tubes or other similar devices, nine hundred thousand dollars, and the Postmaster-General is hereby authorized to enter into contracts, not exceeding in the aggregate one million two hundred and fifty thousand dollars, under the provisions of the law, for a period not exceeding ten years: *Provided*, That said service shall not be extended in any cities other than those in which the service is now under contract, under authority of Congress, except the borough of Brooklyn of the city of New York, and the cities of Baltimore, Md.; Cincinnati, Ohio; Kansas City, Mo.; Pittsburg, Pa., and San Francisco, Cal. * * *

This act authorized the extension of the period for which contracts can be made for this class of service from four to ten years. It provided for continuing the service in the five cities shown in the above table and the establishment of service in the borough of Brooklyn and the cities of Baltimore, Cincinnati, Kansas City, Pittsburg, and San Francisco and limited the annual rate for which contracts could be made to \$1,250,000.

The contracts for the service in Boston, New York, and Philadelphia expired by limitation June 30, 1906, but in accordance with one of the provisions thereof were ordered continued in force to November 30, 1906. The contracts for Chicago and St. Louis will expire June 30, 1907.

Pursuant to the last provision of law, an advertisement was issued, under date of July 27, 1906, inviting proposals for the performance of pneumatic-tube service in Boston, Brooklyn, New York, Philadelphia, Pittsburg, Baltimore, Cincinnati, Kansas City, and San Francisco for a term of nine years and eight months, beginning November 1, 1906; also for new service in Chicago for the same term; and for service similar to that now in operation in that city for a term of nine years from July 1, 1907; and for service in St. Louis for a term of nine years beginning July 1, 1907. When the bids were opened it was found that none had been submitted for Baltimore, Cincinnati, Kansas City, Pittsburg, and San Francisco, and that the bids for Boston, New York (including the borough of Brooklyn), Philadelphia, Chicago, and St. Louis named the maximum rate per mile of tube fixed by the statute, namely, \$17,000. The acceptance of these bids would have assigned to the last-named cities amounts greater than their proportion, based on the miles in length of tubes to be operated, as contemplated by the report of the committee appointed to investigate as to the needs of the service, which was published in my report of last year, and would not have left out of the sum for which contracts were authorized to be made an amount sufficient to provide for establishing service in the other five cities named in the law.

In order to enable the Department to make the awards under the advertisement for the service for which proposals were submitted, at the rates of compensation for the several cities not in excess of the proportion above referred to, the bidders modified their proposals so as to bring the amounts within that limitation. A brief summary of the proposals as submitted, with the modifications, is as follows:

Route 504003, Boston, Mass.—Boston Pneumatic Transit Company. Proposal, \$117,130 per annum for 6.89 miles, being \$17,000 per mile per annum for service between general post-office and North Postal Station, between general post-office and South Postal Station, between South Postal Station and Essex Street

Station between Essex Street Station and Back Bay Station, between Essex Street Station and Station A, between Station A and Roxbury Station, and between Roxbury Station and Uphams Corners Station.

The bidder modified the original proposal with the concurrence of the surety so as to state the aggregate annual rate of compensation as \$113,089.14 per annum, and the distance as approximately 6.65 miles per annum, without change of the rate per mile per annum. The actual length of the line of double tubes is 6.89 miles—the service now in operation.

Route 507003, Brooklyn, N. Y.—New York Pneumatic Service Company. Proposal, \$78,277 per annum for 4.6016 miles, being \$17,000 per mile per annum for service between general post-office and Station L and between general post-office and Station W.

The company modified its proposal for service on this route so as to provide for service only between general post-office and Station L, a distance of 1.35 miles, at an aggregate annual rate of \$22,950, being \$17,000 per mile, omitting service between general post-office and Station W.

Route 507011, New York, N. Y.—New York Pneumatic Service Company. Proposal, \$467,800 per annum for 27.5377 miles, being \$17,000 per mile, connecting general post-office, Wall Street Station, Station P, Brooklyn post-office, Station S, Station D, Madison Square Station, Station F, Station H, Station O, Station C, Foreign Branch Station, Station V, Station A, Station E, Times Square Station, Station Y, Station K, Station N, Station L, Station J, Station G, Station W, Station I, and Station U.

The company modified its proposal so as to state the aggregate annual rate of compensation as \$457,130 per annum and the approximate length of route as 26.89 miles for double lines of tubes, being \$17,000 per mile; the line of route to be traveled being modified so as to decrease the length from that originally proposed.

Route 510006, Philadelphia, Pa.—Pneumatic Transit Company. Proposal, \$137,519.80 per annum for 8.0894 miles, being \$17,000 per mile for service between general post-office and Reading Terminal, Broad Street Station, Station J, Station C, Station I, Station O, Southwark Station, and Station D, and between general post-office and Bourse Station.

The company modified its proposal so as to omit service between Southwark Station and Station D, and state the service between general post-office and Reading Terminal and between general post-office and Broad Street Station as direct, and the length of route as 7.35 miles and the aggregate rate of pay as \$124,950 per annum, being \$17,000 per mile, with the understanding that if Congress shall hereafter make appropriation for service between Southwark Station and Station D, a distance approximating 0.88 of a mile, service thereto may be extended at the rate of \$17,000 per mile.

Route 535004, Chicago, Ill.—Chicago Postal Pneumatic Tube Company. Proposal, \$338,861 per annum for 19.953 miles, being \$17,000 per mile for service connecting general post-office, Northwestern Depot, Lincoln Park Station, Carpenter Street Station, Dearborn Street Station, Illinois Central Depot, Twenty-second Street Station, Armour Station, Stockyards Station, La Salle Street Depot, Union Depot (Station U), Station C, Station D, Douglas Park Station, and Pilsen Station.

The company modified its proposal so as to eliminate service between Kinzie Street Station and Lincoln Park Station, and substitutes a line between Station C and Carpenter Street Station, and states the aggregate rate of compensation as \$294,470.80 per annum, and the length of route as approximately 17.563 miles, the rate per mile being \$17,000. This mileage and the aggregate annual rate will make the rate per mile \$16,766.53.

Route 545002, St. Louis, Mo.—St Louis Pneumatic Tube Company. Proposal, \$58,990 per annum for 3.47 miles, being \$17,000 per mile for service between general post-office and Union Depot (Annex Station), between general post-office and Bridge Station and between Bridge Station and Relay Depot at East St. Louis, Ill. The proposal is made subject to the conditions that the company is permitted to maintain that part of the line between Bridge Station and Relay Depot at East St. Louis without charge and without interference by the owners or managers of the Eads Bridge, over which it is necessary to attach said tube, and further subject to the condition that it is found to be practicable to maintain the same without unusual cost on account of the movements of said bridge by changes of temperature and the movement of trains.

The company modified this proposal so as to state the aggregate rate of compensation as \$54,821.15 per annum, still subject to the conditions named in the

original proposal. The rate per mile per annum is not modified, but with the length of route stated as 3.47 miles and the aggregate annual compensation stated, the rate per mile would be \$15,789.60.

The proposals so modified were, upon the recommendation of this office, accepted by the Postmaster-General and contracts ordered in accordance therewith. Compensation for service so authorized in the several cities is as follows: Boston, Mass., \$113,089.14 per annum; borough of Brooklyn, New York, N. Y., \$22,950 per annum; New York, N. Y., \$457,130 per annum; Philadelphia, Pa., \$124,950 per annum; Chicago, Ill., \$294,470.80 per annum; St. Louis, Mo., \$54,821.15 per annum; in the aggregate, \$1,067,411.09 per annum. This leaves the remainder of the amount authorized available for the establishment of service in the other cities mentioned in the act, if proposals are received therefor, to the full extent of the mileage contemplated by the recommendation of the Postmaster-General in his last annual report, at the maximum rate stated in the law, namely, \$17,000 per mile.

The appropriation for the last fiscal year was \$500,000. The sum expended, as reported by the Auditor, \$392,506.92, leaving an unexpended balance of \$107,493.08.

The appropriation for the current fiscal year is \$900,000.

Annual rate of expenditure September 30, 1906..... \$445,563.84

The sum estimated as necessary for the fiscal year ending June 30, 1908, to carry out the provisions of the act making appropriations for the service of the Post-Office Department, approved June 26, 1906, is \$1,250,000, being \$350,000, or 38.88 per cent more than the appropriation for the current fiscal year.

REGULATION, SCREEN, OR OTHER WAGON SERVICE.

Number of routes.....	267
Length of routes.....miles.....	989.32
Annual travel.....do.....	4,492,033.46
Annual rate of expenditure.....	\$1,186,711.35
Rate of cost per mile traveled.....cents.....	26.41
Rate of cost per mile of length.....	\$1,199.52
Average number of trips per week.....	43.66

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	10 or 3.89
Decrease in length of routes.....miles.....	150.41 or 13.19
Decrease in annual travel.....do.....	236,097.46 or 4.99
Increase in annual rate of expenditure.....	\$58,335.06 or 5.17
Increase in rate of cost per mile traveled.....cents.....	2.55 or 10.68
Increase in rate of cost per mile of length.....	\$209.49 or 21.16
Increase in average number of trips per week.....	3.77 or 9.45

The appropriation for the last fiscal year was \$1,120,000, which, with the sum of \$56,000, appropriated by the deficiency act of June 30, 1906, made \$1,176,000 available for this branch of the service. The amount reported by the Auditor as expended under accounts stated to September 30, 1906, is \$1,168,049.44, leaving an unexpended balance of \$7,950.56.

The contracts for this class of service in the fourth contract section (the Far West) expired June 30, 1906, and new contracts were made for a term of four years beginning July 1, 1906. The annual

rate of expenditure July 1, 1906, under the new contracts was \$199,255.94, an increase of \$75,059.30 over the annual rate of expenditure on June 30, 1906, under the expiring contracts. The increase in annual travel was 153,190.76 miles. The rate of cost per mile traveled on June 30, 1906, in this section was 24.13 cents; on July 1, 1906, it was 29.84 cents, an increase of 5.71 cents, or 23.66 per cent.

The advertisement of September 15, 1906, calling for proposals for screen-wagon service in the third contract section (the Middle West) embraces 110 routes, with an aggregate length of 303.36 miles and an annual travel of 1,248,207.68 miles.

The appropriation for the current fiscal year is \$1,227,000. The annual rate of expenditure was—

July 1, 1906	-----	\$1, 261, 770. 65
September 30, 1906	-----	1, 178, 839. 65

The amount estimated as necessary for the fiscal year ending June 30, 1908, is \$1,246,000, being \$19,000, or 1.54 per cent, more than the appropriation for the current fiscal year. With the inauguration of underground electric-car service in Chicago the greater part of the screen-wagon service under contract at \$106,000 per annum became unnecessary, and the contract was terminated from September 16, 1906. The wagon service which continued to be necessary was otherwise provided at a cost of \$34,104, thus making a net reduction in the rate for screen-wagon service of \$71,896.

Government ownership of wagons.—I renew my recommendation that out of the appropriation for regulation wagon service Congress authorize the Postmaster-General to expend, in his discretion, not exceeding \$100,000 in the purchase of wagons and the employment of the same in a well-defined section of one of the great cities, where an experimental test can be made to the best advantage of the Government. A review of the remarks made in my last annual report on this subject will show that this service is employed for transporting mails between post-offices, railroad stations, and mail stations in the larger cities. It is now performed under contract made pursuant to competitive bidding. The mails are carried in wagons built in accordance with plans and specifications prescribed by the Department, and their use for any other purpose than carrying the mail is prohibited. A person bidding for a service of this character for a four-year term and knowing that at the end of that time he may have the wagon equipment left on his hands will make his proposal higher because of that reason. If he does not succeed in getting a contract for the next succeeding term and he has on hand a large number of the regulation wagons in good condition there is the possibility of his entering into some arrangement privately with the accepted bidder for the next term, which gives the new contractor the use of the wagons without full control of them. This has resulted in embarrassment to the contractor and to the Department.

A wagon well built in accordance with the prescribed plans and kept in good repair will last for fifteen years or more. Under these conditions Government ownership of the wagon equipment has been urged. The horses and harness may be obtained from numerous bidders at short notice and need not be owned by the Government. Competent drivers could be employed by the Government at fixed

salaries and each charged with the care of his team, under the supervision of an officer of the service. The wagons would be standardized and available interchangeably among the several cities, and arrangements could be made for stabling, storage, and repair. The further thought which I have given to this subject during the past year and conferences with men experienced in handling transportation in large cities have confirmed me in the belief that a fair trial of the ownership of these wagons by the Government and a change in the method of providing the service as above indicated would result in a superior class of service and be in the interest of good administration.

ELECTRIC AND CABLE CAR SERVICE.

Number of routes.....	460
Length of routes.....miles..	6,014.74
Annual travel.....do.....	11,114,183.98
Annual rate of expenditure.....	\$572,495.89
Rate of cost per mile traveled.....cents..	5.15
Rate of cost per mile of length.....	\$95.18
Average number of trips per week.....	17.76

Comparison with the previous year shows—

	Per cent.
Increase in number of routes.....	20 or 4.54
Increase in length of routes.....miles..	369.00 or 6.53
Increase in annual travel.....do.....	572,496.55 or 5.43
Increase in annual rate of expenditure.....	\$29,540.51 or 5.44
Rate of cost per mile traveled, the same.	
Decrease in rate of cost per mile traveled.....	\$0.99 or 1.02
Decrease in average number of trips per week.....	.19 or 1.05

The appropriation for the last fiscal year was \$772,600, including \$172,600 for the contemplated underground electric-car service in Chicago, Ill. No part of this tunnel service was in operation last year, hence no expenditure was made therefor. The amount expended as reported by the Auditor was \$556,219.05, leaving an unexpended balance of \$216,380.95.

The appropriation for the current fiscal year is \$870,000, which also includes \$172,600 for the Chicago underground electric road.

The annual rate of expenditure for this service, not including the Chicago underground service, was—

July 1, 1906.....	\$573,758.87
September 30, 1906.....	597,250.43

The sum estimated as necessary for the fiscal year ending June 30, 1908, is \$920,000, being \$50,000, or 5.74 per cent more than the appropriation for the current fiscal year.

Chicago Tunnel.—The report of last year referred to the law authorizing, and the several steps taken leading up to, the execution of a contract for carrying the mail by underground electric cars between the post-office, the several railroad stations, and certain mail stations in the city of Chicago. This contract was dated February 13, 1905, but owing to numerous obstacles and delays in connection with the construction of the tunnel and the work incident thereto, no mail was carried in the tunnel prior to July 16, 1906. On that date mail began to be carried between the post-office and La Salle Street Station, and on August 6 between the post-office, Station U, and the Union Depot; August 7 between La Salle Street Station, Station U,

and the Union Depot; August 18 between the Illinois Central and Grand Central depots. The official test contemplated by the contract was begun August 18, 1906, the contracting company having indicated its readiness to perform more than 50 per cent of the service contemplated by its contract. On September 17 the contractor was permitted to begin carrying the mail between all of the points named in the contract. The tunnel was not then and is not yet fully connected for postal purposes with Dearborn Station and the Chicago and Northwestern Station, but the contractor undertook to transport by wagon that portion of the mail which it might be necessary to carry between the points named in the contract pending the completion of the tunnel service to all of said points. The test is still being continued, the service not yet having been placed upon such a satisfactory basis as to warrant its acceptance by the Department as fully complying with the provisions of the contract.

Electric car rates.—The act making appropriations for electric and cable car service for the current fiscal year contained the following provision:

Provided, That the rate of compensation to be paid per mile shall not exceed the rate now paid to companies performing such service, except that the Postmaster-General, in cases where the quantity of mail is large and the number of exchange points numerous, may, in his discretion, authorize payment for closed-pouch service at a rate per mile not to exceed one-third above the rate per mile now paid for closed-pouch service; and for mail cars and apartments carrying the mails, not to exceed the rate of one cent per linear foot per car mile of travel; *Provided further*, That the rates for electric-car service on routes over twenty miles in length outside of cities shall not exceed the rates paid for service on steam railroads.

Prior to this act there had been a provision in the appropriation act each year for some years past limiting the compensation for electric-car mail service to the rates then being paid. Without going into details of those rates it may be said, in a general way, that for carrying one or more closed pouches of mail on passenger cars 3 cents per mile traveled were allowed, except where the mileage was very small, when a flat rate, not exceeding \$250 a year, was fixed; and when the Department had the exclusive use of an independent car or of an apartment therein the rate was three-fourths of a cent per linear foot of space, with full width of car, for each mile traveled, up to 16 feet, inclusive, and above that a decreasing rate. In other words, where an independent car 16 feet long was used exclusively for postal purposes the compensation was 12 cents per mile traveled. Under the new legislation, when the conditions named therein are found to exist the Department can pay as high as 4 cents per mile traveled for the closed-pouch service, and 1 cent per linear foot for space used; that is, 16 cents per mile traveled for a car 16 feet in length, with proportionate increase for larger cars. In the case of electric-car routes over 20 miles in length outside of cities the compensation has been restated at the rate allowable for railroad service, when established without an actual weighing of the mails, and a weighing has been ordered for ninety working days, beginning September 12, 1906, to determine whether the compensation as thus stated must be increased or decreased according to the weight actually carried.

RAILROAD TRANSPORTATION.

Number of routes	3, 168
Length of routes	miles 203, 823. 84
Annual travel	do 371, 661, 071. 63
Annual rate of expenditure	\$41, 610, 785. 62
Rate of cost per mile traveled	cents 11. 19
Rate of cost per mile of length	\$204. 15
Average number of trips per week	17. 53

Comparison with the previous year shows—

	Per cent.
Increase in number of routes	104, or 3. 39
Increase in length of routes	miles 2, 858. 51, or 1. 42
Increase in annual travel	do 9, 015, 339. 78, or 2. 48
Increase in annual rate of expenditure	\$1, 777, 714. 87, or 4. 46
Increase in rate of cost per mile traveled	cent 0. 21, or 1. 91
Increase in rate of cost per mile of length	\$5. 95, or 3. 00
Increase in average number of trips per week	0. 18, or 1. 03

There was no unadjusted service on June 30, 1906. The appropriation for the last fiscal year was \$40,900,000, which with the sum of \$289,000 appropriated by the deficiency act of June 30, 1906, made the sum of \$41,189,000 available for this service. The Auditor reports the amount expended under accounts stated to September 30, 1906, as \$41,141,210.13, leaving an unexpended balance of \$47,789.87, out of which unstated accounts must be paid.

During the past fiscal year the mails were weighed on the railroad routes in the fourth section, embracing the States of Arkansas, Louisiana, Texas, Kansas, Nebraska, South Dakota, North Dakota, Montana, Wyoming, Colorado, Utah, Idaho, Washington, Oregon, Nevada, and California, Indian Territory and the Territories of Oklahoma, New Mexico, Arizona, Alaska, and Hawaii. The annual rate of expenditure for railroad transportation in that section on June 30, 1906, was \$10,951,476.31. The result of the readjustment of the pay for railroad transportation effective July 1, 1906, in this section for the ensuing four years, based on the reweighing under orders to October 12, 1906, inclusive, was an increase of \$3,406,292.28, or 31.10 per cent.

A year ago in preparing the estimates for the current year this item was placed at 15 per cent, that being approximately the increase shown by the previous quadrennial weighing. In seeking some explanation of the unusual and unexpected increase, based on the weights taken during the weighing period in the fourth contract section, an examination has been made of the increase in gross revenues during the same four-year period at a few of the most important cities in different parts of the section weighed, and Chicago has been included as being the city at almost the eastern edge of the fourth section through which so large a part of the mail would pass in going to and from that section. A comparison has been made between the gross revenues of these post-offices for the fiscal years ended June 30, 1902, and June 30, 1906, respectively. The increase shown (omitting fractions) is as follows: Los Angeles, Cal., 134 per cent; Oklahoma, Okla., 124 per cent; Fort Worth, Tex., 103 per cent; Portland, Oreg., 101 per cent; Seattle, Wash., 99 per cent; Chicago, Ill., 50 per cent; Denver, Colo., 40 per cent; and San Francisco, Cal., 33 per cent. The total increase in gross revenues for the eight cities named is 53 per cent. With these remarkable increases in gross revenues, which indicate corresponding increases in the volume of mail handled, it is less

surprising that the increase resulting from the readjustment of compensation on the weights last taken for this section should amount to approximately 31 per cent. As the pay for this section last readjusted will continue for four years from July 1, 1906, it, of course, will affect not only the appropriation for the current fiscal year but our estimate for the next fiscal year.

Postal revenue and expenditure for railroad transportation and railway postal cars, the total expenditure under the office of the Second Assistant Postmaster-General, and the total expenditure of the other offices of the Post-Office Department for the fiscal years 1890, 1900, and 1906, with their percentage as to postal revenue.

Fiscal year.	Postal revenue.	Expenditure for railroad transportation and postal cars.	Per cent of revenue.	Total expenditure, office of Second Assistant Postmaster-General.	Per cent of revenue.	Expenditure of Post-Office Department other than office of Second Assistant Postmaster-General.	Per cent of revenue.
1890....	\$60,882,097.92	\$21,290,425.88	34.97	\$35,246,162.89	57.89	\$31,013,384.95	50.94
1900....	102,354,579.20	37,123,277.27	36.27	56,374,206.49	55.07	51,366,061.50	50.18
1906....	167,932,782.95	46,825,993.89	27.88	75,981,551.45	45.24	102,288,551.57	60.91

The appropriation for railroad transportation for the current fiscal year is \$43,000,000.

The annual rate of expenditure was—

July 1, 1906	\$44,668,765.84
September 30, 1906.....	44,716,935.21

For information as to the several routes on which the mails were weighed and the pay readjusted from July 1, 1906, see Table B.

The amount reported by the Auditor as withheld from Pacific railroads on account of transportation is \$629,275.04.

The amount estimated as necessary for railroad transportation for the fiscal year ending June 30, 1908, is \$47,660,000, being \$4,660,000, or 10.84 per cent, more than the appropriation for the current fiscal year.

This rate of increase is much larger than shown by the estimate of last year and may be accounted for largely by two factors: (1) The unexpectedly large increase in the weight of mail as shown by the weighing taken last year in the fourth contract section, which was the basis for the readjustment of pay, showing an increase of approximately 31 per cent during the four-year period as against the previous estimate of 15 per cent; and (2) the next weighing which will occur during the current fiscal year, affecting the pay from July 1, 1907, will be in the third contract section, which, in respect of the extent of the service performed, is by far the heaviest of the four sections of the country; consequently whatever increase in per cent may be shown, when applied to the larger service, will correspondingly increase the total expenditures.

Freight and expressage.—For some years past the acts making appropriations for the transportation of mail by railroad routes have provided that out of the total amount a certain sum (last year not exceeding \$120,000) "may be employed to pay freight on postal cards, stamped envelopes, and stamped paper, mail equipment, and other supplies from the manufactories and depositories to the post-offices and depots of distribution." Under these provisions it has been the practice to ship the articles named by freight, when practicable, but

such shipments have been limited substantially to carload lots. The appropriation act for the current year makes a separate item for freight and expressage, which increases the amount available, provides shipment by freight or expressage of articles other than those heretofore covered, and apparently contemplates such shipments in small lots as well as in carload lots. The provision reads as follows:

For pay of freight or expressage on postal cards, stamped envelopes, newspaper wrappers, empty mail bags, furniture, equipment, and other supplies for the postal service, except postage stamps, two hundred and fifty thousand dollars. And the Postmaster-General shall require, when in freightable lots and whenever practicable, the withdrawal from the mails of all postal cards, stamped envelopes, newspaper wrappers, empty mail bags, furniture, equipment, and other supplies for the postal service, except postage stamps, in the respective weighing divisions of the country immediately preceding the weighing period in said divisions, and such postal cards, stamped envelopes, newspaper wrappers, empty mail bags, furniture, equipment, and other supplies for the postal service, except postage stamps, shall be transmitted by either freight or express.

It will be noticed that the articles named are to be withdrawn from the mails in the respective weighing divisions of the country immediately preceding the weighing in said divisions. No weighing of the mail on railroads having occurred since the passage of the act, there is no data available, at present, as to the probable cost of shipping such articles by freight or express. Therefore the estimate for that item for the next fiscal year is placed at \$250,000, being the same as the appropriation for the current fiscal year.

The following table will show the increase, by years, in the annual rate of expenditure for the transportation of the mail by railroad since the existing rates were fixed by Congress in 1878:

Annual increase in cost of railroad transportation from 1880 to 1906, inclusive.

Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.	Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.
1879	\$8,463,197.00	.....	.....	1893	\$25,716,605.85	\$1,520,276.14	6.28
1880	9,237,945.00	\$774,748.00	9.15	1894	27,153,091.16	1,436,485.31	5.58
1881	10,249,261.00	1,011,316.00	10.94	1895	27,961,931.78	808,840.62	2.97
1882	11,297,333.00	1,048,072.00	10.57	1896	28,941,880.47	979,948.69	3.50
1883	12,288,799.00	991,466.00	8.77	1897	30,171,542.69	1,229,662.22	4.24
1884	13,273,606.00	984,807.00	8.00	1898	30,786,375.89	614,833.20	2.03
1885	14,758,495.00	1,484,889.00	11.18	1899	31,942,150.88	1,155,774.99	3.75
1886	15,520,191.00	761,696.00	5.16	1900	33,424,982.15	1,482,831.27	4.64
1887	16,174,691.22	654,500.22	4.21	1901	33,881,390.24	456,408.09	1.36
1888	17,528,599.80	1,353,908.58	8.37	1902	35,049,211.22	1,167,820.98	3.44
1889	19,441,095.78	1,912,495.98	10.91	1903	36,607,624.80	1,558,413.58	4.44
1890	20,869,231.55	1,428,135.77	7.34	1904	39,177,376.52	2,569,751.72	7.02
1891	22,398,868.66	1,529,637.11	7.32	1905	39,833,070.75	655,694.23	1.67
1892	24,196,329.71	1,797,461.05	8.02	1906	41,610,785.62	1,777,714.87	4.46

Annual increase in cost of railroad post-office cars from 1880 to 1906, inclusive.

Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.	Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.
1879	\$1,104,392.00	.....	.....	1893	\$3,193,589.45	\$263,390.65	8.98
1880	1,261,041.00	\$156,649.00	14.18	1894	3,205,098.85	11,509.40	.36
1881	1,364,107.00	103,066.00	8.17	1895	3,243,410.80	38,311.95	1.19
1882	1,455,851.00	91,744.00	6.73	1896	3,463,916.70	220,505.90	6.79
1883	1,599,001.00	143,150.00	9.83	1897	3,704,978.50	241,061.80	6.95
1884	1,738,997.00	139,996.00	8.76	1898	3,917,471.67	212,493.17	5.73
1885	1,869,438.00	130,441.00	7.50	1899	4,175,724.86	258,253.19	6.59
1886	1,816,321.00	a 53,167.00	a 2.84	1900	4,368,999.59	193,274.73	4.62
1887	1,881,590.50	65,269.50	3.59	1901	4,638,234.08	269,234.44	6.16
1888	1,996,359.55	114,778.85	6.10	1902	4,904,396.73	266,162.70	5.73
1889	2,198,517.55	202,158.20	10.12	1903	5,279,323.79	374,927.06	7.64
1890	2,526,000.11	327,482.56	14.89	1904	5,518,233.84	238,910.05	4.52
1891	2,784,845.16	258,845.05	10.24	1905	5,743,444.41	225,210.57	4.08
1892	2,930,199.40	145,354.24	5.22	1906	5,870,251.94	126,807.53	2.20

a Decrease.

Annual increase in cost of railroad transportation and railroad post-office cars combined, 1880 to 1906, inclusive.

Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.	Fiscal year June 30—	Annual rate of expenditure.	Increase.	Per cent.
1879	\$9,567,539.00	.....	.....	1893	\$28,910,195.30	\$1,783,666.19	6.57
1880	10,498,936.00	\$931,397.00	9.73	1894	30,358,190.01	1,447,994.71	5.00
1881	11,613,368.00	1,114,332.00	10.61	1895	31,205,342.58	1,847,152.57	2.79
1882	12,753,184.00	1,139,816.00	9.81	1896	32,406,797.17	1,200,454.59	3.84
1883	13,887,800.00	1,134,616.00	8.89	1897	33,876,521.19	1,470,724.02	4.53
1884	15,012,603.00	1,124,803.00	8.09	1898	34,703,847.66	1,827,326.37	2.44
1885	16,627,983.00	1,615,380.00	10.76	1899	36,117,875.74	1,414,028.18	4.06
1886	17,336,512.00	708,529.00	4.26	1900	37,793,981.74	1,676,106.00	4.64
1887	18,056,271.72	719,759.72	4.15	1901	38,519,624.27	1,725,642.53	1.92
1888	19,524,939.15	1,468,637.43	8.13	1902	39,953,607.95	1,433,983.68	3.72
1889	21,639,613.33	2,114,674.18	10.83	1903	41,886,848.59	1,933,240.64	4.84
1890	23,395,231.66	1,755,618.33	8.11	1904	44,695,610.86	2,808,761.77	6.70
1891	25,183,713.82	1,788,482.16	7.64	1905	46,576,515.16	1,880,904.80	1.97
1892	27,126,529.11	1,942,815.29	7.71	1906	47,481,037.56	1,904,522.40	4.17

The following table will show the average increase by four-year periods in the expenditures for the transportation of the mail by railroad as compared with the average increase of postal revenues in like periods of four years. This table is of interest as indicating the average increase in the volume of mail matter handled by railroad companies in the periods named:

Fiscal years.	Railroad transportation and railway postal cars combined.		Postal service.	
	Expenditure, average for four years.	Increase, per cent.	Revenue, aver- age for four years.	Increase, per cent.
1883-1886	\$14,359,568.12	.....	\$43,835,979.55	.....
1887-1890	18,789,832.41	30.85	54,647,623.82	24.66
1891-1894	25,942,294.75	38.06	71,959,933.47	31.68
1895-1898	31,654,187.10	22.01	82,790,104.46	15.05
1899-1902	37,498,906.88	18.46	107,713,801.02	30.10
1903-1906	44,190,292.05	17.84	149,641,608.90	38.92

SPECIAL FACILITIES.

The annual rate of expenditure for "necessary and special facilities on trunk lines" on June 30, 1906, was \$167,005, and this sum was applied as shown in the following table:

Route No.	Termini.	Railroad company.	Miles.	Pay per annum.
114002	Washington, D. C., to Danville Junction, Va. (n. o.).	Southern Rwy.	238.28	\$29,785.00
118013	Danville Junction to Charlotte, N. C.	do	142.00	17,750.00
118049	Charlotte to Atlanta, Ga.	do	266.42	53,902.50
121003	Atlanta to Montgomery, Ala.	Western Rwy. of Alabama	171.13	21,391.25
124012	Montgomery to New Orleans, La.	Louisville and Nashville	318.21	39,776.25
155010	Kansas City Mo., to Newton, Kans.	Atchafson, Topeka and Santa Fe.	200.60	25,000.00
	Total			167,005.00

The appropriation for the current fiscal year is \$167,728.75. No estimate is submitted for the next fiscal year.

A change was made in the law so far as it relates to the appropriation for necessary and special facilities on trunk lines from Washington to Atlanta and New Orleans by adding the following proviso:

That the Postmaster-General shall not be authorized to use the money hereby appropriated, or any part thereof, unless it be necessary in order to provide the same or as good service as is now provided.

Under this provision, which is slightly different from the proviso included in previous appropriation acts, the Department ascertained that as good service as was in operation at the time of the passage of this act could not be provided between the points mentioned by any other than the lines by which the mail was then being carried, and an effort was made to ascertain whether or not the companies performing this service would continue it without the full allowances for special facilities, with the result that the companies operating these lines refused to continue train 97, which is the principal special facility train between Washington, Atlanta, and New Orleans, unless the present allowances for special facilities were continued. Payment was therefore authorized for these facilities.

RAILWAY POST-OFFICE CARS.

Number of routes	298
Length of routes	53, 549. 31 miles
Annual rate of expenditure	\$5, 870, 251. 94

Comparison with the previous year shows—

	Per cent.
Increase in number of routes	4 or 1. 36
Increase in length of routes	459. 59 or 0. 86 miles
Increase in annual rate of expenditure	\$126, 807. 53 or 2. 20

The appropriation for the last fiscal year was \$5,875,000; the sum expended as reported by the Auditor, \$5,684,783.76.

The amount reported by the Auditor as withheld from Pacific railroads on account of railway post-office car service was \$112,259.88.

The appropriation for the current fiscal year is \$5,875,000.

The annual rate of expenditure was—

July 1, 1906	\$5,890,757.70
September 30, 1906	5,895,814.95

The amount estimated as necessary for the fiscal year ending June 30, 1908, is \$6,073,000—being \$198,000—or 3.37 per cent more than the appropriation for the current fiscal year.

RAILWAY MAIL SERVICE.

The report of the General Superintendent Division of Railway Mail Service to this office gives the details of the operation of that service, among which the following may be noted:

Extent of service and force employed.—At the close of the last fiscal year, ending June 30, 1906, there were 1,528 lines of traveling post-offices—railroad, steamboat, and electric car—covering 201,318 miles in length. The number of employees in the service was 13,598; number of miles traveled by clerks in cars and boats, 273,989,480; adding to these the close-pouch and express-pouch service, the grand total of miles traveled was 397,183,603.

Equipment.—The number of railway postal cars and apartments in use and in reserve was 4,555; in addition to these there were 27 cars on electric and cable lines and 109 apartments on steamboat lines, making a total of 4,691 whole cars and apartments.

Distribution.—It is estimated that there were handled by railway postal clerks during the year 10,453,022,080 pieces of first-class matter and 9,078,860,395 pieces of second, third, and fourth class matter,

making a total of 19,531,882,475 pieces, exclusive of registered matter. Of registered matter there were handled 46,607,863 packages, cases, through-registered pouches, inner-registered sacks, and registered package jackets. During the year there were 1,652,091 errors reported as made by clerks in the distribution of the mail. It is practically the same number as reported for the preceding year, although the quantity of mail handled last year was largely increased.

Illegible addresses.—Matter illegibly or improperly addressed so that it required special attention or which could not be delivered amounted during the year to 27,847,805 pieces, a decrease from the preceding year of 10,259,122 pieces; 15,253,715 pieces of these were returned to the senders or corrected and forwarded to destination, the remainder being sent to the Dead Letter Office or otherwise disposed of as provided by the regulations.

Case examinations.—These are examinations which the clerks undergo from time to time as to their proficiency in the distribution of mails. During the year there were 37,195 examinations of permanent and probationary clerks, who handled 36,082,018 cards, with an average of 98.63 per cent correct, the average number of cards handled at each examination being 970. There were also 4,274 examinations of substitute clerks, who handled 3,607,416 cards, with an average of 97.09 per cent correct.

Casualties.—There were 328 casualties to mail cars last year in which postal clerks were either killed or injured or in which mail matter was lost or damaged; 16 clerks and 1 mail weigher were killed; 77 clerks seriously and 414 slightly injured. The number of casualties has been decreasing each year since 1903, when the number was 372, although the number of trains has been increasing, as well as the speed of trains.

Second-class matter.—Last year 660,338,840 pounds of paid second-class matter were received from publishers, an increase over the previous year of 41,674,086 pounds. The work of inducing the publishers to make such separations of their publications as will facilitate the handling and expedite the delivery of such matter has been continued. Statistics taken at 150 of the largest post-offices in the country for the month of June, 1906, show that from 7,120 publications delivered at those post-offices there were dispatched as mail matter 1,225,284 sacks and that over 73 per cent of all these sacks were fully made up by the publishers according to the distribution schemes. Over 17 per cent were partly made up and only 9 per cent were mixed—that is, received from publishers without any separation whatever by States, cities, or routes. While the number of publications and the total number of sacks were greater than for the preceding year, the percentages as given are practically the same.

Improvements.—New and improved service on lines of full railway postal cars or apartment cars was applied to 23,689 miles during the last fiscal year. About 18,151 miles of this total were supplied by apartment-car lines, which represents the introduction of distribution service by clerks on the cars in place of the dispatching of mails by closed pouches or of an additional distribution service on lines where some such service already existed, thus admitting of a more frequent interchange of mails on additional trains. Full railway postal cars displaced apartment cars on 3,902 miles and postal cars of increased dimensions were placed on 1,634 miles of service. The

expedited train schedules mentioned in last year's report as having been established on certain lines have been continued and fast schedules have been inaugurated on additional railways. The Department has also been able to secure apartment space on certain of the fast trains where it previously had only sufficient room for carrying a limited number of closed pouches.

Car construction.—There were 97 new railway postal cars built last year. Efforts have been continued to have all new cars built with a view to securing the greatest strength and safety. In the more recent railroad accidents to trains carrying postal cars, the strength of the cars built in accordance with the present requirements of the Department has been demonstrated. Experiments which have been made with cars constructed entirely of steel have proved satisfactory to the managers of certain lines and they have indicated their intention to build none but all-steel cars in the future.

Relief measures.—I desire to call attention again to the recommendation of the General Superintendent Division of Railway Mail Service that authority of Congress be invoked for additional measures of relief in behalf of railway postal clerks incapacitated for duty by reason of injuries received in wrecks or collisions. While the number of clerks permanently disabled for duty as the result of such injuries is not large, the constant fear that every clerk assigned to duty on railway lines and his family are confronted with that some day, in the discharge of his duty, he may find himself crippled for life and a charge upon his family, tends to weaken his interest in the service and restrain bright young men from entering it.

The demand of the public for increased speed of railway mail trains has resulted in imposing an increased mental and physical strain on clerks who perform duty day and night in these cars and who must complete their task in less time and with greater difficulty than formerly when schedules were slower. The immense volume of post cards passing through the mails in recent years requires more activity on the part of clerks in separating a given weight of mail in a given time than formerly. The tax on brain and muscle was never before so great as at present. When the character of the work performed is considered, in connection with the risk of life and limb involved, it seems entirely reasonable, and without injustice to other branches of the postal service, to ask that Congress make special provision for the relief of superannuated railway postal clerks, as well as for those injured in wrecks or collisions, on the theory that they, together with the employees of the Life-Saving Service, may properly be classed in a group by themselves.

Estimates and expenditures.—The expenditure on account of officers, clerks, and other items of the Railway-Mail Service during the fiscal year ended June 30, 1906, as reported by the Auditor under accounts stated to September 30, 1906, was \$14,177,969.99, the appropriation, including the sum of \$3,000 appropriated by the deficiency act of June 30, 1906, for per diem allowance of assistant superintendents, was \$14,490,500. This does not include railroad transportation or railway post-office cars.

The number of clerks and officials was 13,598.

Comparison with the previous year shows an increase of 1,124, or 9.01 per cent, in the number of officials and clerks, and of \$917,206.68, or 6.89 per cent, in the annual rate of expenditure for all purposes.

The appropriation for the current fiscal year is \$15,308,000.

In preparing the estimates for the fiscal year ending June 30, 1908, the force in the office of the general superintendent Division of Railway Mail Service located in the departmental building has been segregated and substituted to be included in the legislative, executive, and judicial bill, as follows:

One general superintendent, at four thousand dollars; one assistant general superintendent, at three thousand five hundred dollars; one chief clerk, office of general superintendent, at two thousand two hundred and fifty dollars; one assistant chief clerk, office of general superintendent, at one thousand eight hundred dollars; five clerks, at one thousand six hundred dollars each; six clerks, at one thousand four hundred dollars each; five clerks, at one thousand two hundred dollars each; three clerks, at one thousand dollars each; two clerks, at nine hundred dollars each; one printer, at one thousand three hundred dollars; one printer, at one thousand one hundred dollars; five printers, at one thousand dollars each; one pressman, at one thousand dollars; one boy messenger in the printing office, at four hundred and twenty dollars; in all, forty-seven thousand five hundred and seventy dollars.

The estimate submitted to be included in the postal service bill is as follows:

Railway-Mail Service: Eleven division superintendents, at three thousand dollars each; eleven assistant division superintendents, at one thousand eight hundred dollars each; five assistant superintendents, at one thousand eight hundred dollars each; nineteen assistant superintendents, at one thousand six hundred dollars each; one hundred and twenty-six chief clerks, at one thousand six hundred dollars each; two hundred and seventy-three clerks, class six, at not exceeding one thousand five hundred dollars each; one thousand two hundred and eighty-five clerks, class five, at not exceeding one thousand four hundred dollars each; five hundred and forty-seven clerks, class five, at not exceeding one thousand three hundred dollars each; one thousand nine hundred and sixty-nine clerks, class four, at not exceeding one thousand two hundred dollars each; one thousand eight hundred and fifty-two clerks, class four, at not exceeding one thousand one hundred dollars each; five thousand seven hundred and ninety-one clerks, class three, at not exceeding one thousand dollars each; two thousand three hundred and eighteen clerks, class two, at not exceeding nine hundred dollars each; nine hundred and eighty-nine clerks, class one, at not exceeding eight hundred dollars each; in all, fifteen million nine hundred and eighty-seven thousand three hundred and sixty dollars.

And the appointment and assignment of clerks hereunder shall be so made during the fiscal year as not to involve a greater aggregate expenditure than this sum.

For temporary clerk hire in classes one and two for emergency service, fifty thousand dollars.

For substitutes for clerks on vacation, fifty thousand dollars: *Provided*, That the Postmaster-General may allow railway postal clerks whose duties require them to work six days or more per week, fifty-two weeks per year, an annual vacation of fifteen days with pay.

For acting clerks, in place of clerks injured while on duty, and to enable the Postmaster-General to pay the sum of one thousand dollars, which shall be exempt from the payment of debts of the deceased, to the legal representatives of any railway postal clerk or substitute railway postal clerk who shall be killed while on duty or who, being injured while on duty, shall die within one year thereafter as the result of such injury, one hundred thousand dollars.

For actual and necessary expenses of general superintendent, assistant general superintendent, chief clerk, and assistant chief clerk, office of general superintendent division of railway mail service, division superintendents, assistant division superintendents, and chief clerks, railway mail service, and railway postal clerks, while actually traveling on business of the Post-Office Department and away from their several designated headquarters, twenty thousand dollars.

For rent, light, fuel, telegraph, and miscellaneous office expenses, schedules of mail trains, telephone service, and badges for railway postal clerks, sixty thousand dollars.

For per diem allowance of assistant superintendents, twenty-nine thousand dollars; and for their necessary official expenses not covered by their per diem

allowance, two thousand five hundred dollars: *Provided*, That assistant superintendents may receive a per diem allowance in lieu of actual and necessary traveling expenses at the rate of four dollars per day while actually traveling on business of the Department,

making a total of \$16,298,860—being \$990,860, or 6.47 per cent more than the appropriation for the current fiscal year.

MAIL EQUIPMENT.

The appropriation for mail bags, with their appurtenances, and for the repair of the same for the fiscal year ended June 30, 1906, was \$350,000. The amount transferred from other appropriations to cover the cost of work done at the mail-bag repair shop for other branches of the Government service was \$1,014.10—making the total amount available \$351,014.10. The amount expended was \$350,279.56, leaving an unexpended balance of \$734.54. For details see Table D.

The appropriation for mail locks, keys, etc., including the repair of same, was \$45,000. Amount transferred from other appropriations for work done at the mail lock and key repair shop for other branches of the Government service was \$1,759.55, making the total amount available \$46,759.55. The amount expended was \$42,815.49, leaving an unexpended balance of \$3,944.06. For details see Table E.

The appropriation for rent and maintenance of mail-bag and mail-lock repair shop was \$9,000, of which \$8,468.36 was expended, leaving an unexpended balance of \$531.64. For details see Table F.

The sum of \$931.35 was expended from an appropriation of \$3,200 made by the urgent deficiency act of February 27, 1906, to defray the expenses of moving and installing the mail-bag and mail-lock repair shops.

Comparing these expenditures with those of the previous fiscal year it is shown that there was an increase of \$12,857.38 in the amount for mail bags, etc.; a decrease of \$2,129.12 in the amount for mail locks and keys and of \$711.50 in the amount for the maintenance of the repair shops.

The appropriations for the current fiscal year are—

For mail bags, etc.....	\$450,000
For mail locks and keys, etc.....	45,000
For rent of buildings for mail-equipment shops, etc.....	14,000

Estimates.—The amounts estimated as necessary for the fiscal year ending June 30, 1908, are—

For mail bags, cord fasteners, label cases, and for labor and material necessary for repairing equipment, and for incidental expenses pertaining thereto.....	\$450,000
For mail locks and keys, chains, tools, and machinery, and for labor and material necessary for repairing same, and for incidental expenses pertaining thereto.....	45,000
For rent of buildings for a mail-bag repair shop and lock-repair shop, and for fuel, gas, watchmen, and charwomen, oil, and repair of machinery for said shops.....	14,000
	<hr/> 509,000

being the same amount as the appropriation for the current fiscal year.

Mail bags purchased, made at shop, repaired, condemned, and handled.—The number of pouches and sacks of all kinds purchased during the last fiscal year was 189,366, at a cost of \$164,382.25.

The number of pouches and sacks made at the mail-bag repair shop, including those converted into other styles and sizes to meet emergencies, was 29,627; the number repaired, 1,577,465, and the number condemned as unfit for further use was 76,497.

There were handled at the mail-bag repair shop and storehouse in Washington City 10,863,913 pouches and sacks, 202,695 Eagle locks, 11,285 registry locks, and at the eight division depositories 24,212,967 pouches and sacks, 3,656,811 Eagle locks, and 475,960 registry locks.

Of the sacks handled at Washington, 304,862 were issued to the Executive Departments and offices in Washington.

Number of mail bags in use.—The estimated number of mail pouches and sacks in use and in reserve in the postal service on June 30, 1906, was 1,757,602, an increase of 142,328 over the number in the service on the corresponding date of the previous fiscal year.

Improvements.—With a view to further increasing the safety of registered mail in transit, it was deemed advisable some time since to rivet with bifurcated coppered rivets all seams of through registered pouches and inner registered sacks, both old and new. Fifteen thousand and eighty-two of these pouches and inner registered sacks have been so improved during the last fiscal year.

From time to time during the year remnant duck, instead of full bolts of the material, has been purchased for patching purposes, thereby materially reducing the cost of repairing material used on canvas pouches and sacks. Last year 7,231 pounds were purchased at a cost of \$1,327.13.

In anticipation of the increased demand for mail sacks for second, third, and fourth class matter during the holiday season of 1906, arrangements were made last April whereby the contractor for furnishing new equipment materially increased his plant, and manufactured and delivered a larger quantity of these articles than usual, which, it is believed, will enable this office to avoid complaints similar to those made last year in reference to the scarcity of this class of equipment during the increase of business incident to the holiday season.

Waste material.—Last year all unserviceable and scrap material, amounting in value to \$9,221.02, was disposed of. The greater part of this consisted of scrap steel, brass, old leather, and canvas, none of which was suitable for use in the repair shops. All of this material before being offered for sale was inspected and condemned by a committee, and bids were invited from time to time for such as was not under contract, the awards being made to the highest bidders, and the proceeds covered into the Treasury as directed by law.

Mail-lock repair shop.—During the last fiscal year there were manufactured at the mail-lock repair shop 39,845 Eagle mail locks and 5,604 rotary registry locks, and 50,343 old locks were repaired. Numerous other locking devices of different designs and combinations for city and rural delivery systems and other branches of the postal service were also made and repaired, as well as all the metal articles needed by the mail-bag repair shop in making new pouches and sacks, and for repairing purposes, and also all the metal attachments for new equipment furnished under contract. Among the items may be mentioned 4,979 letter-box padlocks made; 1,001 R. M. S. blue

registry locks made; 151,250 cord fasteners for sacks were made and 76,430 repaired; 1,057,000 cord clamps made; 67,974 label cases made and 5,040 repaired; 28,275 circular label holders and 14,965 clips made; 43,138 collar fasteners for pouches were made and 3,873 repaired; 167,516 brass grommets made.

The estimated number of Eagle mail locks in the service on July 1, 1905, was 687,312, to which were added 39,845 made and put into service during the last fiscal year, making the estimated number in use and in reserve on June 30, 1906, 727,157.

Owing to the reported insecurity of the building occupied jointly by the mail-bag and mail-lock repair shop, it became necessary in April last to remove the mail-lock repair shop with its many tons of heavy machinery from the upper floor of that structure to more secure quarters. After an unsuccessful search to secure a suitable building for the use of both shops satisfactory quarters were found for the mail-lock shop alone at No. 1422 First street NE., in this city. Steps were immediately taken to vacate that part of the premises Nos. 479 to 481 C street NW. occupied by the lock shop. Bids were invited for moving the shop and award made to the lowest bidder, who performed his agreement to the entire satisfaction of this office, not a piece of machinery having been damaged nor any tools or material lost. All shafting, pulleys, machinery, etc., were installed by the employees of the shop, thereby decreasing the cost of installation.

As it was necessary to leave the steam plant behind for the use of the mail-bag repair shop, separate motive power to operate the machinery of the lock shop in the new building had to be provided, and an electric power plant was installed for the purpose, which is now working satisfactorily.

New building for mail-equipment shops.—Attention is again invited to the need for a new building for the use of the mail-bag and mail-lock repair shops, a subject which has been referred to in previous annual reports for a number of years past. As a temporary expedient the lock shop was removed during the year as above stated to rented quarters about 2 miles away from its former location, but this change does not relieve the building formerly occupied by both shops, and still occupied by the mail-bag shop, from the charge made by the Commissioners of the District of Columbia that it is insecure. Neither does it provide more store room for surplus equipment accumulating between the busy seasons throughout the country.

By reason of the general increase in postal business certain post-offices, at which surplus equipment was held in storage, have now no room to handle it, and therefore some twenty of the largest post-offices have been prevailed upon to take and store quantities of registry equipment as part fulfillment of their prospective requirements during the holiday season, in order that sufficient space might be secured in our mail-bag repair shop to carry on the work of putting equipment in condition to meet the urgent demands at this time, and also for the purpose of lessening the weight on the floors of the building.

DIVISION OF INSPECTION.

This division is charged with the important duty of enforcing the proper performance of mail service for which the Department has contracted. To this end regular reports at frequent intervals are

received from postmasters and other employees along the routes over which the mails are carried. Where failures or irregularities appear, such action is taken as may be required to correct them. Deductions are made from the pay of contractors, not as a source of revenue to the Department, but for the purpose of securing efficient service for the public.

The brief statement given below as to the deductions, fines, and remissions conveys no adequate idea of the importance of the results accomplished by the division of inspection:

Gross amount of deductions and fines from the pay of postal contractors and others by orders issued during the fiscal year ended June 30, 1906.....	\$355, 844. 06
Amount of remissions on deductions on account of satisfactory explanations.....	\$15, 483. 87
Amount of remissions on fines.....	1, 972. 93
	<u>17, 456. 80</u>

Net amount of deductions and fines under orders issued during the fiscal year ended June 30, 1906.....	338, 387. 26
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The above amounts are classified as follows:

Service.	Deductions and fines.	Remissions.	Net deductions and fines.
Star	\$57, 019. 26	\$3, 995. 86	\$53, 023. 40
Steamboat.....	17, 956. 63	47. 98	17, 908. 65
Railroad transportation.....	159, 844. 27	12, 043. 42	147, 800. 85
Railway post-office cars.....	12, 160. 64	811. 17	11, 349. 47
Special facilities.....	42, 170. 42	108. 98	42, 061. 44
Mail messenger.....	2, 834. 07	33. 33	2, 800. 74
Electric and cable.....	2, 119. 87	47. 63	2, 072. 24
Wagon	5, 695. 24	302. 59	5, 392. 65
Railway mail.....	6, 563. 76	65. 84	6, 497. 92
Pneumatic tube.....	49, 479. 90	.....	49, 479. 90
Total	355, 844. 06	17, 456. 80	338, 387. 26

Heretofore fines and deductions have been imposed against mail contractors for delinquencies in accordance with section 3962 of the Revised Statutes and regulations made pursuant thereto. This section reads as follows:

The Postmaster-General may make deductions from the pay of contractors, for failures to perform service according to contract, and impose fines upon them for other delinquencies. He may deduct the price of the trip in all cases where the trip is not performed; and not exceeding three times the price if the failure be occasioned by the fault of the contractor or carrier.

The appropriation act for the current year contained further legislation on this subject, reading as follows:

That the Postmaster-General shall require all railroads carrying the mails under contract to comply with the terms of said contract, as to time of arrival and departure of said mails, and it shall be his duty to impose and collect reasonable fines for delay, when such delay is not caused by unavoidable accidents or conditions.

Accordingly, under date of August 3, 1906, an order was issued which, after reciting the laws above quoted, read as follows:

It is therefore ordered that every railroad company operating a route over which mails are carried shall, on the regular affidavit covering failures of mail train service which it is required to submit promptly at the end of each quarter to the respective division superintendents, Railway Mail Service, show in addition to and separate from such mail train failures, the number of minutes late of each arrival (not time of arrival) of every train carrying mail which has

reached the terminus of said route, the terminus of such trains run, or any intermediate point designated by the Postmaster-General and of which the company shall have notice, thirty or more minutes late as many as ten times during the quarter, the extent, cause in detail, and place of each delay being given.

This order supersedes that of October 2, 1905.

With the information contemplated by this order, it is the purpose of the Department to impose fines upon railroad companies for late arrival of any train carrying the mail when it is thirty or more minutes late as many as ten times during the quarter, the fine to be in proportion to the value of the train that is late, based upon the weight of mail which it carries and when the delays are "not caused by unavoidable accidents or conditions."

FOREIGN MAILS.

The details of the foreign-mail service are given in the report of the Superintendent Division of Foreign Mails to this office, to which your attention is invited.

The net cost of the transportation of foreign mails during the fiscal year ended June 30, 1906, was distributed as follows:

Trans-Atlantic service	\$1, 443, 908. 37
Trans-Pacific service	447, 248. 67
Miscellaneous service	659, 122. 95
Panama Railroad service	42, 976. 73
Sea-post service	69, 575. 19
Steamboat-transfer service, New York	39, 000. 00
Miscellaneous items, telegrams, etc	2, 783. 67
Sea conveyance from the United States of closed mail of foreign origin	244, 599. 65
Paid to foreign countries for the intermediary maritime and extraordinary land transit of mails of United States origin, including parcels-post transit from Panama to Valparaiso	52, 002. 39
Paid for intermediary ordinary territorial transit of mails of United States origin	129, 935. 46
Expenses of the United States postal agency at Shanghai	5, 229. 56
For this Department's share in maintaining the International Bureau at Berne, Switzerland, including subscription to the Journal L'Union Postale and the Universal Dictionary of Post-offices	966. 93
Making the aggregate cost of the service	3, 137, 349. 57
Less amounts received for the intermediary maritime transit of mails of foreign origin, including transit of British closed mail from San Francisco to the Australian colonies	\$124, 165. 20
For the intermediary extraordinary land transit of mails of foreign origin	36, 038. 68
Receipts of the United States postal agency at Shanghai for postage stamps sold and postage and box rents collected	11, 521. 48
	171, 725. 36
Net cost of the service	2, 965, 624. 21

The appropriation for foreign-mail transportation for the last fiscal year was \$2,725,000, which with the sum of \$216,000, added by the deficiency act of June 30, 1906, made the sum of \$2,941,000 available for that purpose. One hundred and fifty-three thousand dollars was appropriated for balances due foreign countries and \$2,500 for assistant superintendent foreign mails, New York, N. Y.

The amounts reported by the Auditor as expended from the above appropriations are, transportation, \$2,895,756, and balances due foreign countries, \$141,443.21.

The appropriations for the current fiscal year are, for transportation, \$3,000,000; for balances due foreign countries, \$153,000; and \$2,500 for Assistant Superintendent Division of Foreign Mails, New York, N. Y.

The amounts estimated as necessary for the fiscal year ending June 30, 1908, are:

For transportation	\$3, 268, 000
For balances due foreign countries.....	179, 000
For assistant superintendent foreign mails with headquarters at New York, N. Y	2, 500
	<hr/> 3, 449, 500

being \$294,000, or 9.31 per cent, more than the appropriation for the current fiscal year.

The aggregate weight of mails dispatched by sea to foreign countries during the last fiscal year was, letters and post cards, 1,815,252 pounds; other articles, 12,306,625 pounds; making a total weight of 14,121,877 pounds.

On the basis of statistics taken during the first seven days of October and of April, 1906, it is estimated that the sum received by this Department as postage on articles exchanged with all foreign countries was \$7,863,336.86, and that of this sum the postage collected on the articles exchanged with foreign countries, other than Canada and Mexico, amounted to \$6,800,807.53.

Ocean mail contracts.—The service under ocean mail contracts continued throughout the year. There are now eight routes, with an annual rate of expenditure of \$1,556,412.

Sea post-offices.—Sea post-office service was continued upon the fast steamers of the North German Lloyd Steamship Company, the Hamburg-American Line, the International Mercantile Marine Company, and the White Star Line. There were 55 round trips performed between New York and Germany, 51 between New York and Southampton, England, and 49 between New York and Liverpool. There were distributed in the sea post-offices 36,808,446 letters and post cards.

Parcel post.—During the year additional parcel-post conventions were negotiated—with Sweden, effective February 1; with Peru, effective September 1; and with Denmark, effective October 1, 1906.

During the fiscal year ended June 30, 1906, there were dispatched from the United States 264,438 parcels, with a total weight of 721,164 pounds. Compared with the previous year this was an increase in the number of parcels of 95,319, or about 56 per cent, and an increase in the weight of 160,936 pounds, or about 28 per cent.

There were received by the United States 131,064 parcels, with a total weight of 358,129 pounds. Compared with the previous year this shows an increase in the number of parcels of 54,549, or about 71 per cent, and an increase in the weight of 125,356 pounds, or about 54 per cent.

The average weight of a parcel dispatched from the United States was about 2.66 pounds, and the average weight of a parcel received from other countries about 2.73 pounds.

UNIVERSAL POSTAL UNION.

The Sixth Universal Postal Congress convened in the city of Rome, Italy, on April 7, and continued its sessions until May 26, 1906. Sixty-five countries, including the United States, were represented. This congress concluded a convention, which will go into effect October 1, 1907, to supersede the convention concluded in this city on June 15, 1897. The new convention contemplates a number of changes, among which may be mentioned—

First. A reduction in the rates for intermediary ordinary territorial transit of closed mails.

Second. A reduction in the rates for maritime transit.

Third. A change and simplification in the method of fixing the rates for intermediary transit of articles in open mail.

Fourth. A change in the letter rate of postage to 25 centimes for the first weight of 20 grams (about two-thirds of an ounce) and 15 centimes for each weight of 20 grams in excess of the first 20 grams; but any country which is unable to put this stipulation into effect October 1, 1907, is allowed to postpone it temporarily and meanwhile to continue the present rate of 25 centimes (5 cents) for each 15 grams. Those countries which have not adopted the metric system of weight are allowed to substitute for 20 grams the ounce avordupois as the unit of weight. For this country the change would mean to make the rate on letters to foreign countries 5 cents for the first ounce or fraction thereof and 3 cents for each additional ounce.

Fifth. No change in the postage rates for articles other than letters, but a message may be written on the left half of the front of a post card.

Sixth. A proposition was adopted for the use of a coupon (to be prepared and issued by the International Bureau at the cost of manufacture) between those countries agreeing thereto; the coupon to be sold at not less than the equivalent of 28 centimes (about 6 cents) and to be exchangeable in the country to which it is sent for a postage stamp of that country of the value of 25 centimes (5 cents). The sale and recognition of the coupon is not to be obligatory upon any country, but the several countries are at liberty to arrange among themselves for its use.

Seventh. The United States is granted one additional vote in view of its island possessions, so that in future congresses it will be entitled to two votes instead of one as at present.

Other changes will appear by reference to the convention itself.

EXPENDITURES, APPROPRIATIONS, AND ESTIMATES.

The following statement shows the expenditures for the past fiscal year, as reported by the Auditor for the Post-Office Department under accounts stated to September 30, 1906, the appropriation for the current fiscal year, and the estimate of amount required for the next fiscal year for each item of service:

Service.	Expenditures for fiscal year ended June 30, 1906.	Appropriations for fiscal year ending June 30, 1907.	Estimates for fiscal year ending June 30, 1908.
Star service, including special offices	\$7,292,660.64	\$7,250,000.00	\$7,428,000.00
Steamboat service	731,398.89	800,000.00	829,000.00
Railroad transportation	41,141,210.13	43,000,000.00	47,660,000.00
Railway post-office cars	5,684,783.76	5,875,000.00	6,073,000.00
Railway-mail service	14,177,969.99	15,308,000.00	16,238,860.00
Mail-messenger service	1,285,143.05	1,350,000.00	1,395,000.00
Electric and cable car service	556,219.05	a 870,000.00	a 920,000.00
Wagon service, in cities	1,168,049.44	1,227,000.00	1,246,000.00
Pneumatic-tube service	392,506.92	900,000.00	1,250,000.00
Necessary and special facilities on trunk lines	117,856.42	167,728.75	.....
Mail equipment	396,483.40	509,000.00	509,000.00
Freight or expressage on postal cards, mail equip- ment, etc. ....	.....	250,000.00	250,000.00
Record of second-class matter for free distribution, etc. ....	.....	25,000.00	.....
Miscellaneous items, office of Second Assistant Postmaster-General	70.55	1,000.00	500.00
Total inland service	72,944,352.24	77,532,728.75	83,859,360.00
Foreign mail service:			
Transportation	2,895,756.00	3,000,000.00	3,268,000.00
Balances due foreign countries	141,443.21	153,000.00	179,000.00
Assistant superintendent, New York, N. Y. ....	.....	2,500.00	2,500.00
Aggregate	75,981,551.45	80,688,228.75	87,308,860.00

a Includes \$172,600 for underground electric-car service in Chicago, Ill.

INCREASE IN EXPENDITURES FOR MAIL TRANSPORTATION.

The following table shows the aggregate expenditures for all items under the supervision of this office (including foreign mails), by fiscal years, from 1888 to 1906, inclusive, the increase in amount, and the per cent of increase for each year over the preceding year:

Year.	Expenditures.	Increased ex- penditure over preceding year.	Per cent.
1888.....	\$30,393,209.53	\$1,647,064.97	5.72
1889.....	33,506,648.73	3,113,439.20	10.24
1890.....	35,246,162.89	1,739,514.16	5.19
1891.....	38,039,584.78	2,793,421.89	7.92
1892.....	40,358,432.04	2,318,847.26	6.09
1893.....	42,904,593.38	2,546,161.34	6.30
1894.....	44,920,033.64	2,015,440.26	4.69
1895.....	45,716,380.33	796,346.69	1.77
1896.....	47,894,486.56	2,178,106.23	4.76
1897.....	49,897,992.32	2,003,505.76	4.18
1898.....	52,319,790.86	2,421,798.54	4.85
1899.....	53,945,796.89	1,626,006.03	3.11
1900.....	56,374,206.49	2,428,409.60	4.50
1901.....	58,264,040.67	1,889,834.18	3.35
1902.....	61,153,775.92	2,889,735.25	4.96
1903.....	65,321,711.74	4,167,935.82	6.81
1904.....	69,820,655.05	4,498,953.31	6.88
1905.....	a 72,851,250.01	3,030,584.96	4.34
1906.....	a 75,981,551.45	3,130,301.44	4.29

a Under accounts stated to September 30, 1906.

The aggregate of the appropriations for the current fiscal year is \$80,688,228.75, being \$3,657,900, or 4.75 per cent, more than for the fiscal year 1906.

The estimate for the fiscal year ending June 30, 1908, is \$87,308,860, being \$6,620,631.25, or 8.20 per cent, more than the appropriation for the current fiscal year.

SPECIAL STATISTICS ON SECOND-CLASS MAIL.

The act making appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1907, provides that the Postmaster-General shall require a record from July 1 to December 31, 1906, of all second-class matter received for free distribution, and also at the 1 cent per pound rate, so as to show the weight in pounds respectively by classes of daily newspapers, weekly and other than daily newspapers, magazines, scientific periodicals, educational periodicals, religious periodicals, trade-journal periodicals, agricultural periodicals, miscellaneous periodicals, and sample copies of said newspapers, magazines, and periodicals, and make report to Congress of such information by February 1, 1907, together with an estimate of the average length of haul of said respective classes.

The Postmaster-General appointed a committee of officers of the Department, acting under the supervision of the Second Assistant Postmaster-General, to take charge of and direct the procedure under the provision of the act. Accordingly a feasible plan of procedure was adopted, appropriate forms for keeping the record and reporting the same were devised, and, although the act did not receive Executive approval until June 26, 1906, appropriate instructions were issued to all postmasters at whose offices second-class mail matter is entered for mailing for keeping the record in accordance with the law and reporting the results to the Department, in time to secure such action from the 1st of July.

It was ascertained that there were at that time 9,885 offices at which second-class matter is entered for mailing. It was apparent that it would be entirely impracticable to deal with such a large number of offices under the provisions upon the basis of a computation of an average haul in the case of each class of periodicals. It was found that approximately 95 per cent of the paid second-class matter was mailed at 430 of these offices, and it was determined to require from these offices the more complete reports which would enable the computation of the average haul as to 95 per cent of second-class mail matter. Accordingly reports are received monthly from all of these offices showing the amounts of subscribers' copies and sample copies for each of the classes named dispatched to the several States and Territories and possessions of the United States. Reports are received from the other offices quarterly showing the publication, the class to which it belongs, the number of pounds sent to subscribers, the number of pounds of sample copies, and the number of pounds sent free in county.

Upon their receipt the data contained in the monthly reports are tabulated upon working sheets in the Department by a competent force of tabulators acting under the direction of the committee, in a manner showing for each month the weights of subscribers' copies and sample copies of each class of periodicals dispatched from each post-office to the several States and Territories and the weights in each case of copies for local delivery and sent free in county. When these tabulations are completed, appropriate computations will be made ascertaining the average lengths of hauls. The data contained in the other reports is being tabulated in a manner showing the number of pounds subject to postage sent to subscribers and the number of pounds sent free in county.

The postmasters from whom reports are required have very generally appreciated the importance of the matter and responded intelligently to the instructions received from this office. The record has generally been properly kept and reports made as instructed. The work of directing and supervising the keeping of the record and the making of the reports and of receiving and classifying them and making proper tabulations and computations has been great, and has employed the careful attention and direction of the committee and a force of clerks specially employed as authorized by law and acting under my directions. It is believed that the results which will be attained will be very instructive and useful to Congress and to the postal service.

When the work is completed the result will show the total weight of second-class mail matter mailed during the six months for which the record will have been kept and that part of which is delivered locally and that part which is sent free in county. For the weight of approximately 95 per cent of such mail matter other than that part delivered locally and sent free in county, it will show the weight of subscribers' copies and sample copies of each class named in the statute mailed at each post-office, the average haul of the same, the total weight of each class mailed at all such post-offices, and the average haul of the same.

Pending the rendition and tabulation of the complete six months' report, the Joint Commission of Congress on Second Class Mail Matter has requested that the results of the first three months' record, including a computation of the average haul, be furnished it. In accordance with this request the computations are now being made with the assistance of the Bureau of the Census, and the information desired will be furnished the Commission.

RECOMMENDATIONS.

First. That authority be given to use a portion of the appropriation for regulation wagon service in cities for the purchase and operation of wagons by the Government instead of having the service performed under contract.

Second. That Congress be requested to give early consideration to the question of providing for the relief of railway postal clerks permanently disabled in line of duty or incapacitated for further duty through long and faithful service.

Third. That a new and suitable building be provided for the use of the mail bag and mail lock repair shops.

Fourth. That the third and fourth classes of mail matter be merged and carried at the uniform rate of 1 cent for each 2 ounces.

Fifth. That Congress be urged to provide an adequate compensation for the carrying of mails in American steamships over routes 4,000 miles or more in length between ports of the United States and ports in foreign countries in vessels of such speed and construction as will best promote the postal, commercial, and naval interests of the United States.

TABLES APPENDED.

Accompanying this report, and as a part thereof, are 8 tabulated statements, briefly described as follows:

- A.—Mail service in operation, by States and classes.
- B.—Readjustment of railroad pay in one section, based on weights taken in the last year.
- C.—Table of railroad service from 1836 to 1906.
- D.—Expenditure on account of mail bags, etc.
- E.—Expenditure on account of mail locks and keys, etc.
- F.—Expenditure on account of mail equipment repair shops, etc.
- G.—Mail bags in service.
- H.—Condemned material sold.

Very respectfully,

W. S. SHALLENBERGER,
Second Assistant Postmaster-General.

Hon. GEORGE B. CORTELYOU,
Postmaster-General.

A.—Table of star, steamboat, special-office, railroad, mail-messenger, regulation, screen,

[The entire service on each route is included in the amount opposite the State or Territory under

State or Territory.	Star service.			Steamboat service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine.....	2,196.47	1,998,884.16	140,267.93	536.53	222,682.65	31,088.43
New Hampshire.....	1,078.29	779,907.44	56,357.45	37.25	5,811.52	798.25
Vermont.....	1,333.53	1,040,728	67,951.33			
Massachusetts.....	941.54	810,132.96	64,620.72	86	65,081.12	14,200.00
Rhode Island.....	123.41	116,392.64	9,470.08	134	80,252.80	17,711.64
Connecticut.....	462.68	433,272.32	34,053.61			
New York.....	5,007.36	3,824,345.20	261,343.82	293.80	191,305.01	21,833.50
New Jersey.....	766.40	633,664.72	48,502.14	5	1,170	100.00
Pennsylvania.....	5,915.90	4,201,768.48	299,396.34			
Delaware.....	122.41	90,321.92	6,550.71			
Maryland.....	1,480.11	1,025,579.36	71,037.23	1,707.57	676,396.24	31,577.22
Virginia.....	8,845.95	5,533,264.88	298,771.28	955.25	472,841.20	47,622.17
West Virginia.....	6,556.92	3,655,688.40	238,801.48	17.80	11,107.20	849.00
Total first section..	34,731.04	24,143,950.48	1,597,124.12	3,773.20	1,726,647.74	165,780.11
North Carolina.....	6,748.92	3,933,960.16	208,385.75	495.67	259,898.08	22,745.45
South Carolina.....	2,463.80	1,429,472.72	76,050.48	120.29	67,441.92	5,925.99
Georgia.....	3,344.67	1,903,185.44	105,821.38	32	23,296	1,866.67
Florida.....	3,490.99	1,730,722.24	116,995.06	1,190.52	480,007.84	114,359.44
Porto Rico.....	526.63	372,158.80	28,595.57	2,814	109,746	43,400.00
Alabama.....	5,666.84	3,078,663.12	180,417.81½	23.36	17,006.08	2,009.46
Mississippi.....	6,703.33	3,606,660.72	216,150.10	20	17,472	1,187.00
Tennessee.....	3,767.27	2,191,464.08	123,669.85	103	32,136	3,600.00
Kentucky.....	9,985.48	5,676,485.36	313,411.07½	386.92	202,250.88	16,367.70
Total second section.	42,697.93	23,922,772.64	1,369,497.07½	5,185.76	1,209,254.80	211,461.71
Ohio.....	2,261.99	1,593,562.88	110,726.76	80	16,640	400.00
Indiana.....	1,418.20	966,873.44	59,602.49			
Illinois.....	1,035.33	728,583.44	47,677.02			
Michigan.....	2,367.45	1,403,302.16	96,018.99	485.45	193,114	11,907.17
Wisconsin.....	2,819.77	1,661,434.32	114,874.17	94	30,236.40	2,384.00
Minnesota.....	3,659.78	1,569,035.52	129,525.70	155	28,210	2,639.00
Iowa.....	827.04	547,841.84	38,001.68			
Missouri.....	7,374.80	4,507,772.88	252,056.81			
Total third section.	21,764.36	12,978,406.48	848,483.62	814.45	268,200.40	17,330.17
Arkansas.....	7,832.13	4,068,179.44	208,642.67	658.75	166,504	27,815.00
Louisiana.....	4,314	2,164,706.96	127,538.84	604.56	196,057.68	24,440.83
Texas.....	15,231.53	7,672,930.72	412,756.66½	48	29,952	3,000.00
Indian Territory.....	2,921.24	1,571,703.12	90,191.68			
Oklahoma.....	3,335.39	1,907,787.44	109,545.96			
Kansas.....	3,059.51	1,453,963.68	79,229.76			
Nebraska.....	4,372.80	1,952,316.08	107,688.93			
South Dakota.....	4,178.94	1,498,551.60	106,854.33			
North Dakota.....	4,256.59	1,572,391.60	122,660.55			
Montana.....	5,541.24	2,029,103.44	164,192.15			
Wyoming.....	4,535.45	1,823,184.48	158,022.09			
Colorado.....	4,080.52	1,779,739.52	131,043.93½			
New Mexico.....	4,165.72	1,763,149.44	116,718.48			
Arizona.....	2,826.18	1,067,766.96	85,332.96			
Utah.....	2,689.09	1,303,933.28	77,026.69			
Idaho.....	4,235.06	1,884,057.76	167,164.71	44.39	13,849.68	1,104.58
Washington.....	3,330.67	1,493,770.72	129,889.68	1,463.18	775,458.32	57,185.76
Oregon.....	6,733.82	3,000,745.28	243,103.56	548.63	141,625.12	9,195.00
Nevada.....	3,855.77	1,377,601.68	104,505.40			
California.....	9,531.06	4,741,343.36	324,489.55	703.98	196,437.84	22,301.14
Alaska.....	4,734.50	184,797.52	218,411.34	14,355	701,178.50	142,092.71
Hawaii.....	524.62	146,443.44	17,999.22	13,981	457,242	88,457.30
Samoa.....						
Total fourth section.	106,185.83	46,458,167.52	3,303,012.14½	32,407.49	2,678,305.14	375,592.32
Grand total.....	205,379.16	107,503,297.12	7,118,116.96½	42,180.90	5,882,408.08	770,164.31

or other wagon service, and electric or cable car service in operation June 30, 1906.

which the route is numbered, though the route may extend into other States or Territories.]

Special-office service.		Railroad service.					State or Territory.
Length of routes.	Distance traveled per annum.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure for transportation.	Annual rate of expenditure for railway post-office cars.	Annual rate of expenditure for railroad service.	
<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	
140.08	43,704.96	1,951.36	3,521,345.77	325,975.85	29,071.75	355,071.60	Me.
15.76	4,917.12	991.76	2,619,011.20	147,089.78	18,846.95	165,936.73	N. H.
.05	31.20	933.74	2,049,911.84	162,315.08	26,239.75	188,554.83	Vt.
2.50	780	2,044.61	9,910,678.42	776,308.45	117,944.77	894,253.22	Mass.
4.50	1,404	170.57	705,115.92	20,137.86	.....	20,137.86	R. I.
.....	.....	1,252.41	6,848,349.14	582,788.18	128,526.40	711,314.58	Conn.
57.25	17,862	8,117.50	26,101,167.92	3,138,927.63	358,191.05	3,497,118.68	N. Y.
19	5,928	1,856.34	7,837,361.71	654,855.36	94,452.27	749,307.63	N. J.
26.20	16,348.80	7,414.86	20,574,171.58	2,283,967.76	280,076.96	2,564,044.72	Pa.
2	624	286.03	623,071.59	41,987.49	.....	41,987.49	Del.
30.75	9,594	1,660.14	7,539,969.79	812,763.42	133,444.55	946,207.97	Md.
101	31,512	4,218.19	8,962,016.96	1,053,366.86	154,299.72	1,207,666.58	Va.
170.90	50,320	2,100.66	3,490,690.64	260,497.07	16,130.25	276,627.32	W. Va.
569.99	183,026.08	32,998.17	100,782,862.48	10,260,980.79	1,357,224.42	11,618,205.21	
48.25	15,054	4,532.82	7,319,930.09	890,343.30	125,507.50	1,005,850.80	N. C.
66	20,592	2,759.15	4,159,642.78	345,610.93	40,392.90	386,003.83	S. C.
65	20,280	6,905.24	10,362,822.52	885,546.26	79,428.05	964,974.31	Ga.
157.25	49,062	2,754.19	3,229,287.65	282,378.12	21,842.82	304,220.94	Fla.
5	3,120	162.91	174,518.36	9,739.65	.....	9,739.65	F. R.
102	31,824	3,614.09	6,083,676.78	447,147.62	39,206.00	486,353.62	Ala.
248.50	51,688	3,815.20	6,187,405.64	520,917.28	41,357.50	562,274.78	Miss.
104.25	32,526	2,574.44	4,043,920.24	364,983.87	51,046.66	416,030.53	Tenn.
162.77	50,784.24	4,211.17	8,203,840.26	870,819.74	148,064.65	1,018,884.39	Ky.
959.02	274,930.24	31,239.21	49,785,044.32	4,607,486.77	546,846.08	5,154,332.85	
1.50	468	11,710.78	32,012,403.05	5,357,952.98	1,063,108.99	6,421,061.97	Ohio.
49	15,298	5,143.29	10,797,797.52	1,293,617.60	266,071.40	1,559,689.00	Ind.
44.25	27,612	10,924.65	24,219,429.24	2,655,206.40	527,212.78	3,182,419.18	Ill.
274.25	85,566	7,261.81	12,279,936.64	1,050,499.79	78,533.30	1,129,033.09	Mich.
161.75	50,466	6,582.01	10,240,302.62	1,130,002.69	164,377.50	1,294,380.19	Wis.
419.75	130,962	7,954.53	11,112,579.11	1,316,422.14	194,391.89	1,510,814.03	Minn.
3	1,872	9,386.84	14,734,525.94	1,506,053.69	231,427.85	1,737,481.54	Iowa.
87.25	27,222	7,099.97	12,790,933.89	1,481,086.46	276,701.70	1,757,788.16	Mo.
1,040.75	339,466	66,063.88	128,187,908.01	15,790,841.75	2,801,825.41	18,592,667.16	
195	60,840	3,626.24	5,778,347.29	554,430.38	112,066.50	666,496.88	Ark.
184.25	57,486	2,983.30	3,348,392.87	278,773.90	20,665.80	299,439.70	La.
431.75	89,804	11,437.69	13,743,204.88	1,301,154.12	40,475.30	1,341,629.42	Tex.
151.25	47,190	3,475.53	4,429,866.28	434,885.13	56,918.10	491,803.23	Ind. T.
249	77,688	2,311.69	2,137,569.54	185,662.57	7,693.50	193,356.07	Okla.
77.50	16,120	9,312.92	13,492,980.11	1,370,455.45	155,372.30	1,525,827.75	Kans.
231.75	72,306	7,291.99	10,093,928.09	1,970,569.93	300,217.06	2,270,786.99	Nebr.
355.50	73,940	2,490.40	1,986,857.45	229,751.71	6,016.75	235,768.46	S. Dak.
596.25	124,020	5,134.99	4,739,121.67	861,458.01	121,342.04	982,800.05	N. Dak.
664	138,112	1,601.36	1,791,329.69	181,958.77	15,934.50	197,893.27	Mont.
304.50	63,336	1,184.03	1,241,877.04	306,408.48	35,228.25	341,636.73	Wyo.
194	60,528	4,329.59	5,976,979.08	534,991.14	14,214.00	549,205.14	Colo.
165.25	34,372	2,167.64	2,185,978.03	290,725.89	14,125.00	304,850.89	N. Mex.
139.50	29,016	1,623.84	1,243,007.25	176,400.27	14,084.25	190,484.52	Ariz.
95.50	19,864	1,762.85	2,324,754.56	185,923.80	.....	185,923.80	Utah.
322	66,976	628.82	482,577.07	44,737.83	.....	44,737.83	Idaho.
441.62	137,785.44	2,961.57	3,647,116.15	370,451.97	19,726.88	390,178.85	Wash.
255.25	79,638	1,749.14	2,148,267.13	274,813.50	43,861.15	318,674.65	Oreg.
585.50	182,676	1,098.58	740,857.19	58,482.37	.....	58,482.37	Nev.
418.25	260,988	6,217.35	11,230,156.37	1,331,954.65	186,414.65	1,518,369.30	Cal.
5,147	123,528	19.79	14,407.12	2,216.67	.....	2,216.67	Alaska.
1,238.25	29,718	123.27	127,681.96	5,269.77	.....	5,269.77	Hawaii.
105	2,520	.....	.....	.....	.....	.....	Samoa.
12,547.87	1,848,451.44	73,522.58	92,905,256.82	10,951,476.31	1,164,356.03	12,115,832.34	
15,117.63	2,645,873.76	203,823.84	371,661,071.63	41,610,785.62	5,870,251.94	47,481,037.56	

A.—Table of star, steamboat, special-office, railroad, mail-messenger, regulation, screen, or
 [The entire service on each route is included in the amount opposite the State or Territory under

State or Territory.	Mail-messenger service.			Regulation, screen, or other wagon service.		
	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Length of routes.	Distance traveled per annum.	Annual rate of expenditure.
	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>
Maine.....	124.40	217,728.16	24,619.98	5.65	34,677.36	6,584.00
New Hampshire.....	79.33	150,668.96	13,781.23	2.63	17,299.36	4,622.50
Vermont.....	50.84	119,218.32	11,753.00	1.66	7,757.88	2,290.99
Massachusetts.....	122.15	340,926.56	40,003.63	23.73	158,687.88	50,228.00
Rhode Island.....	13.98	34,832.72	4,159.00	8.65	26,189.28	8,240.00
Connecticut.....	64.44	185,030.56	19,970.10	8.23	60,722.18	16,124.00
New York.....	524.92	1,802,986.64	168,612.53	214.78	1,116,533.48	351,978.50
New Jersey.....	121.73	298,651.60	32,846.16	12.94	61,932.52	16,272.00
Pennsylvania.....	490.44	1,041,701.44	120,235.86	49.44	321,287.20	87,824.37
Delaware.....	13.15	29,778.32	2,752.00	4.28	19,339.84	3,500.00
Maryland.....	69.93	149,446.96	12,824.49	49.78	157,342.12	46,453.00
Virginia.....	135.81	275,844.40	24,620.31	22.74	66,160.12	18,388.00
West Virginia.....	53.02	96,041.92	14,194.48	7.39	31,397.76	12,256.00
Total first section.....	1,854.14	4,742,856.56	490,372.77	411.90	2,079,376.98	633,771.36
North Carolina.....	62.38	128,891.36	13,373.20	5.22	21,828.52	6,250.00
South Carolina.....	37.31	75,535.20	7,698.75	8.39	39,584.24	7,196.00
Georgia.....	86.89	166,239.84	15,375.53	10	46,809.40	12,755.00
Florida.....	84.29	138,512.40	14,885.75	3.16	14,577.16	4,750.00
Porto Rico.....	7.92	12,594.40	1,308.00			
Alabama.....	96.49	184,202.72	16,237.55	3.63	14,501.76	3,785.00
Mississippi.....	38.95	77,540.32	9,449.04	3.29	9,536.28	5,625.00
Tennessee.....	72.22	153,747.36	15,048.45	13.46	50,213.80	13,943.00
Kentucky.....	84.93	207,416.56	19,458.65	15.30	69,008.18	17,219.00
Total second section.....	571.38	1,144,680.16	112,834.92	62.45	266,059.34	71,523.00
Ohio.....	342.34	811,774.08	86,351.46	73.49	295,742.44	64,438.00
Indiana.....	166.46	488,396.48	53,409.43	30.80	94,456.76	21,942.00
Illinois.....	223.45	574,297.36	60,226.16	83.83	641,318.86	134,629.00
Michigan.....	192.22	475,196.80	48,182.69	51.41	186,812.08	34,354.35
Wisconsin.....	129.82	319,707.44	35,921.80	29.16	95,549.96	19,812.00
Minnesota.....	96.65	219,489.92	28,649.90	29.82	125,489	29,305.00
Iowa.....	175.97	439,174.32	52,667.74	23.74	75,752.04	21,807.00
Missouri.....	161.11	386,738.56	42,312.04	14.93	116,903.28	30,933.00
Total third section.....	1,488.02	3,714,774.96	407,721.22	337.18	1,632,024.42	357,220.35
Arkansas.....	59.83	91,494	12,790.95	8.94	28,646.29	5,147.15
Louisiana.....	144.66	231,274.16	25,336.25	19.96	26,982.44	9,230.00
Texas.....	133.61	254,668.96	30,711.05	24.43	60,338.58	13,313.00
Indian Territory.....	33.32	68,911.44	9,666.40			
Oklahoma.....	57.53	139,205.04	17,044.79	2.40	7,172.87	2,190.00
Kansas.....	164.99	391,804.40	46,553.53	25.65	83,832.17	17,859.50
Nebraska.....	80.55	216,372	21,730.49	15.73	58,508.72	18,343.96
South Dakota.....	18.17	35,601.28	5,621.00	3.67	4,969.76	1,500.00
North Dakota.....	16.94	28,894.32	4,886.00	2.99	4,743.07	2,470.00
Montana.....	28.29	40,250.08	6,940.00	3.10	5,609.83	2,174.00
Wyoming.....	11.79	16,570.32	3,344.00			
Colorado.....	37.44	61,449.36	11,281.85	13.16	42,524.48	11,238.00
New Mexico.....	18.28	24,928.80	4,174.00			
Arizona.....	10.77	15,461.68	3,267.50			
Utah.....	55.69	90,104.56	8,175.33	2.94	10,470.42	1,997.00
Idaho.....	31.21	34,479.12	5,991.00			
Washington.....	58.91	103,118.08	18,236.00	12.06	20,414.19	10,345.00
Oregon.....	35.29	75,157.68	9,336.16	13.03	27,501.59	4,831.00
Nevada.....	1.61	3,851.12	900.00			
California.....	131.98	320,838.96	39,762.58	29.73	132,858.31	23,558.00
Alaska.....	5.80	2,745.60	845.00			
Hawaii.....	127.34	37,230.96	4,396.00			
Samoa.....						
Total fourth section.....	1,264	2,284,411.92	290,989.88	177.79	514,572.72	124,196.64
Grand total.....	5,177.54	11,886,723.60	1,301,918.79	989.32	4,492,033.46	1,186,711.35

which the route is numbered, though the route may extend into other States or Territories.]

Electric and cable car service.			Total service.			State or Terri- tory.
Length of routes.	Distance traveled per annum.	Annual rate of expenditure.	Total length of routes.	Total distance traveled per annum.	Total annual rate of expendi- ture.	
<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Dollars.</i>	
117.01	156,312.18	6,111.43	4,971.50	6,195,335.24	563,719.37	Me.
70.95	125,606.79	7,924.10	2,275.97	3,703,222.39	249,420.26	N. H.
31.44	73,385.81	2,379.09	2,033.26	3,291,033.05	272,938.24	Vt.
633.80	1,158,320.34	60,477.37	3,854.33	1,444,607.28	1,132,783.94	Mass.
116.33	257,938.46	8,054.60	571.44	1,222,125.82	68,773.08	R. I.
155.39	249,617.46	8,138.01	1,943.15	7,776,991.66	789,600.30	Conn.
560.11	1,239,737.83	63,096.66	14,775.72	34,293,988.08	4,363,983.69	N. Y.
114.61	227,523.61	7,306.88	2,896.02	9,066,232.21	854,334.81	N. J.
784.60	1,598,724.01	86,903.23	14,671.44	27,754,001.51	3,158,404.52	Pa.
3.57	8,826.60	264.79	431.44	771,962.27	55,054.99	Del.
204.61	490,323.46	40,160.76	5,202.89	10,048,651.93	1,148,260.67	Md.
78.56	95,903.29	3,082.92	14,357.50	15,437,542.85	1,600,151.26	Va.
21.34	39,715	1,262.13	8,928.10	7,374,960.92	543,990.41	W. Va.
2,892.32	5,721,934.89	296,161.97	77,230.76	139,380,655.21	14,801,415.54	
11.07	13,275.98	473.44	11,904.33	11,692,838.19	1,257,078.64	N. C.
13.66	21,449.14	683.08	5,448.60	5,813,718	483,558.13	S. C.
53.57	77,820.04	2,524.16	10,397.37	12,620,453.24	1,103,317.05	Ga.
8.70	10,171.94	450.00	7,719.10	5,652,341.23	555,661.19	Fla.
3.33	4,861.80	60.00	3,519.79	6,676,999.36	83,103.22	P. R.
34.01	66,059.45	1,981.76	9,540.42	9,475,933.91	690,785.20	Ala.
6.22	13,542.48	406.27	10,835.49	9,963,845.44	795,092.19	Miss.
74.15	126,569.09	3,974.58	6,708.79	6,630,576.57	576,266.41	Tenn.
31.59	84,782.04	2,543.42	14,878.16	14,494,567.52	1,387,884.23	Ky.
236.30	418,531.96	13,096.71	80,952.05	77,021,273.46	6,932,746.26	
989.68	1,574,791.80	57,882.29	15,459.78	36,305,382.25	6,740,860.48	Ohio.
225.97	160,439.46	4,611.36	7,033.72	12,523,261.66	1,699,254.28	Ind.
269.24	633,367.10	62,810.03	12,580.75	26,824,608	3,487,761.39	Ill.
360.67	469,462.77	19,192.84	10,993.26	15,093,390.45	1,338,689.13	Mich.
32.21	43,941.23	1,595.01	9,848.72	12,441,637.97	1,468,967.17	Wis.
97.48	162,131.01	4,974.24	12,413.01	13,347,896.56	1,705,907.87	Minn.
104.29	187,109.75	5,728.25	10,520.88	15,986,275.89	1,855,686.21	Iowa.
127.96	472,796.05	45,879.29	14,866.02	18,302,366.66	2,128,969.30	Mo.
2,207.50	3,704,039.17	202,673.31	93,716.14	150,824,819.44	20,426,095.83	
19.43	59,858.12	1,795.73	12,380.89	10,194,011.02	920,892.65	Ark.
42.19	57,245.67	1,765.99	8,270.16	6,084,758.23	487,781.35	La.
6.66	14,842.52	445.27	27,349.20	21,908,144.81	1,803,176.12	Tex.
			6,588	6,132,513.36	592,109.58	Ind. T.
			5,956.01	4,269,422.89	322,136.82	Okla.
12.63	30,943.68	1,012.83	12,653.20	15,469,614.04	1,670,483.37	Kans.
5.32	46,160.46	1,384.81	11,998.14	12,439,591.35	2,419,935.21	Nebr.
			1,906.68	3,599,920.09	349,743.79	S. Dak.
2.51	2,769.16	175.00	10,010.27	6,471,939.82	1,112,991.60	N. Dak.
			7,837.99	4,004,405.04	371,199.42	Mont.
			6,035.77	3,144,967.84	503,002.82	Wyo.
31.90	52,236.10	1,567.07	8,686.61	7,973,456.54	704,335.99	Colo.
6.81	4,263.06	200.00	6,620.29	4,012,691.33	425,943.37	N. Mex.
			4,500.29	2,355,251.89	279,084.98	Ariz.
23.34	35,996.17	1,174.79	4,529.41	3,785,122.99	274,297.61	Utah.
33.67	55,959.54	1,678.78	2,955.15	2,537,899.17	220,676.90	Idaho.
118.16	159,331.61	7,289.73	8,386.17	6,336,904.51	613,125.02	Wash.
86.92	137,884.80	6,384.48	9,422.08	5,610,819.60	591,524.85	Oreg.
			5,541.46	2,304,985.99	163,887.77	Nev.
289.08	612,187.07	35,689.42	17,321.43	17,494,809.91	1,964,169.99	Cal.
			24,262.09	1,026,656.74	363,565.72	Alaska.
			15,994.48	798,316.36	116,122.29	Hawaii.
			105	2,520	.....	Samoa.
678.62	1,269,677.96	60,563.90	226,784.18	147,958,843.52	16,270,187.22	
6,014.74	11,114,183.98	572,495.89	478,683.13	515,185,591.63	58,430,444.86	
Railway Mail Service.....						14,222,201.03
Necessary and special facilities on trunk lines.....						167,005.00
Miscellaneous items, office Second Assistant Postmaster-General.....						70.55
Pneumatic-tube service.....						445,563.84
Mail equipment.....						401,563.41
Special-office service.....						26,126.54
Aggregate.....						73,692,975.23

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired June 30, 1906, and also on certain unadjusted routes in other sections; the adjustment of the rates based upon returns of the weight of mails, the speed with which they are conveyed, the accommodations for mails and railway post-office clerks, and the number of trips per week, in accordance with the acts of March 3, 1873, July 12, 1876, June 17, 1878, and the joint resolution of June 9, 1906.

[Abbreviations: r. p. o., railway post-office; apt., apartment; l., line or lines; c. p., closed-pouch service; t. a. w., round trips a week. Weighed for 49 working days from February 20, 1906, and adjusted from July 1, 1906, unless otherwise noted.]

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
104016	MASSACHUSETTS. Nantucket, Siasconnet.	Nantucket Central R. R. Co.	8.70	285	16	c. p. 13 t. a. w., Nantucket and Siasconnet, 8.70 m. Weighed 80 days from June 16, 1906. Adjusted from July 1, 1906.	13	47.02	409.07
107066	NEW YORK. Schoharie Junction (n. o.), Middleburg.	Schoharie Valley Rwy. Co.	9.98	499	16	c. p. 18 t. a. w., Schoharie Junction (n. o.) and Middleburg, 9.98 m. Weighed 78 days from Feb. 14, 1906. Adjusted from July 1, 1906.	18	63.27	628.27
110110	PENNSYLVANIA. Hartley Hall, Satterfield Junction (n. o.).	Williamsport and North Branch R. R. Co.	46	368	15	apt. 15 by 6, 6 t. a. w., 13 by 6, 6 t. a. w., Hartley Hall and Satterfield Junction, 15 by 6, 6 t. a. w., thence to Laporte, 12.70 m.; no apt.; thence to Satterfield Junction (n. o.), 12 m.; c. p. 18 out, 12 in, Hartley Hall and Picture Rocks, 8.50 m.; 6 t. a. w., thence to Laporte, 25.50 m. 12 t. a. w., thence to Satterfield Junction (n. o.), 12 m. Weighed for 78 days from Feb. 14, 1906. Adjusted from July 1, 1906.	16.44	54.72	2,517.12
110235	Sonestown, Eagles Mere Park.	.....do.....	9.78	29	9	c. p. 6 t. a. w., Sonestown and Eagles Mere Park, 9.78 m. Route re-stated. Weighed for 78 days from Feb. 14, 1906. Adjusted from July 1, 1906.	6	42.75	418.09
113086	MARYLAND. Hyattsville, Chesapeake Beach.	Chesapeake Beach Rwy. Co.	32.86	426	16.22	apt. 8 by 6, 6 t. a. w., Hyattsville and Chesapeake Beach, 32.82 m.; c. p. 6 t. a. w., Hyattsville and Chesapeake Beach, 32.86 m. Weighed for 78 days from Feb. 14, 1906. Adjusted from July 1, 1906.	12	58.14	1,910.48
147001	MEMPHIS, TENN., WEST BANK OF MISSISSIPPI RIVER. West Bank of Mississippi River, Argenta.	Chicago, Rock Island and Pacific Rwy. Co.	131	7,565	22.83	apt. 30 by 9, 14 t. a. w., 25 by 9, 7 out, 18 by 9, 7 t. a. w., thence to Mesa (n. o.), 1.46 m.; 30 by 9, 14 t. a. w., 25 by 9, 7 out, thence to Little Rock, 46.05 m.; 30 by 9, 14 t. a. w., thence to Wister, 168.93 m.; c. p. 7 t. a. w., Brinkley and Little Rock, 64.54 m. West bank of Mississippi River to Argenta, 131 m.; land grant.	17.08	158.68	54,688.78
	ARKANSAS. Memphis, Tenn., west bank of Mississippi River.		1.10					198.36	198.36

147002	Helena, Clarendon...	Arkansas Midland R. Co.	48.05	479	22.65	apt. 15 by 9, 6 t. a. w., Helena and Clarendon, 47.34 m.	6	62.41	2,998.80
147003	Little Rock, Fort Smith.	St. Louis, Iron Mountain and Southern Rwy. Co.	164.76	3,965	28.41	apt. 30 by 9, 14 t. a. w., Little Rock and Fort Smith, 164.76 m.; land grant.	14	124.48	20,509.32
147004	Halley, Warren.....	do	44.84	631	18.60	apt. 18 by 9, 6 t. a. w., Halley and Warren, 44.83 m., c. p. 1 t. a. w.	7	69.25	3,105.17
147005	Little Rock, Hot Springs.	Chicago, Rock Island and Pacific Rwy. Co.	60.45	1,189	27.67	Halley and Warren, 44.84 m. Route restated.	21	98.19	5,633.33
147006	Brinkley, Jacksonport	do	56.60	311	12.79	apt. 25 by 9, 6 t. a. w., Little Rock and Hot Springs, 60.45 m. Route restated.	9.79	50.45	2,855.47
147007	Little Rock, McGehee.	St. Louis, Iron Mountain and Southern Rwy. Co.	101.99	5,601	24.94	apt. 23 by 9, 7 t. a. w., Brinkley and Jacksonport, 56.84 m.; c. p. 3 t. a. w., Brinkley and Newport, 52.65 m.	17.61	176.98	18,050.19
147008	Newport, Clobbey	do	159.85	1,514	17.96	apt. 21 by 9, 14 t. a. w., Little Rock and Pine Bluff and Western Junction (n. o.), 42.26 m.; 21 by 9, 14 t. a. w., 16 by 7, 7 t. a. w., thence to Pine Bluff, 8.88 m.; 21 by 9, 14 t. a. w., thence to McGehee, 50.75 m.; c. p. 6 t. a. w., Little Rock and Pine Bluff, 31.12 m. Route restated.	8.42	106.87	17,083.16
147009	Nashville, Hope.....	Arkansas and Louisiana Rwy. Co.	25.66	885	17.11	apt. 15 by 9, 7 out, 20 by 9, 7 in, Newport and Clobbey, 159.85 m.; c. p. t. a. w., Newport and White River Junction (n. o.), 32.61 m. Route restated.	13	80.37	2,062.29
147010	Gurdon, Eldorado	St. Louis, Iron Mountain and Southern Rwy. Co.	66.45	1,181	24.36	apt. 9 by 7, 13 t. a. w., Nashville and Hope, 25.34 m.	7	93.19	6,192.47
147011	Knobel, Helena	St. Louis, Iron Mountain and Southern Rwy. Co.	140.75	1,916	22.60	apt. 13 by 7 (av.), 7 t. a. w., Gurdon and Eldorado, 66.08 m.	14	123.97	17,443.77
147012	Sellman, Mo., Eureka Springs, White River Junction (n. o.).	Missouri and North Arkansas R. Co.	19.57	2,481	14.85	Not adjusted. No distance circular.	28	135.09	2,643.71
147013	Cushman, White River Junction (n. o.).	St. Louis, Iron Mountain and Southern Rwy. Co.	9.62	127	16.35	apt. 22 by 9, 7 out, 20 by 9, 7 in, Knobel and Helena, 140.75 m. t. a. w., Knobel and Helena, 140.75 m.	7	42.75	411.25
147014	McNeil, Natchitoches, La.	St. Louis, Iron Mountain and Southern Rwy. Co.	121.19	303	.....	apt. 21 by 9, 7 t. a. w., Sellman and Eureka Springs, 18.53 m.; c. p. 21 t. a. w., Sellman and Eureka Springs, 19.57 m.	6.70	49.59	6,009.81
147015	Vacant.	Louisiana and Northwest R. Co.	32.80	280	10.95	c. p. 7 t. a. w., Cushman and White River Junction (n. o.), 9.62 m. Route restated.	6	47.88	1,570.46
147016	Smithton, Pike.....	Arkansas Southwestern Rwy. Co.	48.02	383	10.97	apt. 10 by 7, 6 t. a. w., McNeil and Gibsland, 61.45 m.; 13 by 8, 7 t. a. w., thence to Chestnut, 37.75 m.; c. p. 8 t. a. w., McNeil and Magnolia, 6.53 m.; 1 t. a. w., thence to Gibsland, 54.98 m.; 7 t. a. w., Chestnut and Weaver, 6.07 m., and 7 t. a. w., Grand Ecote and Natchitoches, 4.30 m. Route restated.	7.95	55.57	2,663.47
147017	Rogers, Grove, Ind. T.	St. Louis and San Francisco R. Co.	16.18	696	27.71	apt. 12 by 7, 6 t. a. w., Rogers and Grove, 47.70 m.; c. p. 8 t. a. w., Rogers and Bentonville, 6.52 m.; 1 t. a. w., thence to Grove, 41.50 m.	31.50	71.62	1,162.04
147018	Fort Smith, Spiro, Ind. T.	Kansas City Southern Rwy. Co.	24.33	140	10.29	c. p. 35 out, 28 in, Fort Smith and Spiro, 16.18 m.	7	42.75	1,040.10
147019	Robroy, Reydell.....	Pine Bluff Arkansas River Rwy.	104.64	1,051	13.26	c. p. 7 t. a. w., Robroy and Reydell, 24.33 m.	7	87.21	9,125.65
147020	Leslie, Junction (n. o.)	Missouri and North Arkansas R. Co.	.....	.....	.....	apt. 21 by 9, 7 t. a. w., Ileslie and Junction (n. o.), 104.23 m. Route restated.	.....	.....	.....

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
147022	ARKANSAS—continued. Daleville, Fairview...	Ultima Thule, Arkansas and Mississippi Rwy. Co.	17.06	88	15.15	c. p. 6 t. a. w., Daleville and Fairview, 17.06 m.	6	42.75	729.31
147023	Memphis, Tenn., Baldknob.	St. Louis, Iron Mountain and Southern Rwy. Co.	91.32	4,962	26.53	apt. 30 by 9, 7 t. a. w., 20 by 9, 7 t. a. w., Memphis and Fair Oaks, 59.70 m.; 20 by 9, 7 t. a. w., thence to Baldknob, 31.54 m.; c. p. 28 t. a. w., Memphis and Wynne, 46.73 m.; 21 t. a. w., thence to Fair Oaks, 13.57 m.; 14 t. a. w., thence to Baldknob, 31.62 m.	33.78	170.14	15,537.18
147024	Jenson (n. o.), C. R. I. and P. depot at Mansfield.	St. Louis and San Francisco R. R. Co.	17.90	938	20.32	apt. 12 by 7, 13 t. a. w., Jenson and Chicago, Rock Island and Pacific depot at Mansfield, 17.90 m.; c. p. 8 t. a. w., Jenson and Chicago, Rock Island and Pacific depot at Mansfield, 17.90 m.	21	82.98	1,494.44
147025	Fort Smith, Greenwood.	St. Louis, Iron Mountain and Southern Rwy. Co.	18.79	268	15.14	c. p. 12 t. a. w., Fort Smith and Greenwood, 18.79 m.	12	47.02	833.50
147026	Little Rock, Althelmer.	St. Louis-Southwestern Rwy. Co.	44.40	396	22.67	apt. 25 by 9, 6 t. a. w., Little Rock and Althelmer, 44.38 m.; c. p. 1 t. a. w., Little Rock and Althelmer, 44.40 m.	7	56.43	2,506.49
147027	Saginaw Junction (n. o.) Saginaw.	Saginaw and Onondaga River Rwy. Co.	2.40	52	3.33	c. p. 12 t. a. w., Saginaw Junction (n. o.) and Saginaw, 2.40 m.	12	42.75	102.60
147028	Brinkley, Pine City (n. o.).	Brinkley, Helena and Indian Bay R. R. Co.	23.22	98	19.11	c. p. 6 t. a. w., Brinkley and Pine City (n. o.), 23.22 m.	6	42.75	992.65
147029	De Queen, Lockesburg (n. o.).	De Queen and Eastern R. R. Co.	12.83	161	17.17	c. p. 6 t. a. w., De Queen and Lockesburg, 12.83 m.	6	42.75	548.48
147030	Stuttgart, Gillett.	St. Louis Southwestern Rwy. Co.	35.06	276	14.02	c. p. 6 t. a. w., Stuttgart and Gillett, 35.05 m.	6	47.88	1,678.19
147031	Vacant.	St. Louis and San Francisco R. R. Co.	41.05	297	13.17	apt. 12 by 7, 6 t. a. w., Pettigrew and Vale, 40.90 m.	6	49.59	2,085.66
147032	Pettigrew, Vale.	St. Louis and San Francisco R. R. Co.	5.52	72	20.12	c. p. 6 t. a. w., Lowell and Monte Ne, 5.52 m.	6	42.75	255.98
147033	Lowell, Monte Ne.	Monte Ne Rwy. Co.	5.92	38	11.82	c. p. 6 t. a. w., Wiville and Gregory, 5.92 m.	6	42.75	253.08
147034	Vacant.	Chicago, Rock Island and Pacific Rwy. Co.	34.53	1,726	24	apt. 30 by 9, 7 t. a. w., 25 by 9, 7 t. a. w., Luxora and Big Creek Junction (n. o.), 34.10 m.	14	116.28	4,015.14
147035	Wiville, Gregory.	St. Louis and San Francisco R. R. Co.	15.30	479	15.10	apt. 20 by 9, 7 t. a. w., Pocahontas and Hoxie, 15.20 m.	7	62.41	954.87

147039	Chickasawba, Paragould, South-eastern Rwy. Co.	38.46	130	12.32	c. p. 7 t. a. w., Chickasawba and Paragould, 38.46 m. Route restated.	7	42.75	1,644.16
147040	Vacant.				(r. p. o. cars authorized 31.60 ft., 21.1, 40 ft., Kirkwood Branch Connection (n. o.), Mo., and Little Rock; 31.60 ft., 11.40 ft. thence to Texarkana; r. p. o. run 60 by 9.35 out, 28 in, 50 by 9.7 t. a. w.; Kirkwood Branch Connection (n. o.) and Little Rock, 338.78 m.; 60 by 9.35 out, 28 in., thence to Texarkana, 144.61 m.; apt. 26 by 9.7 t. a. w., Kirkwood Branch Connection (n. o.) and Bismarck, 68.57 m.; 22 by 9.7 out, 20 by 9.7 in, Poplar Bluff and Knob, 32.98 m.; 11 by 7.7 t. a. w., Little Rock and Gordon, 80.71 m.; c. p. 14 t. a. w., Kirkwood Branch Connection (n. o.) and De Soto, 35.43 m.; 7 t. a. w., thence to Bismarck, 33.14 m.; 14 out, 7 in, thence to Knob, 128.18 m.; 21 out, 7 in, thence to Bald Knob, 89.61 m.; 35 out, 21 in, thence to Little Rock, 57.42 m.; 7 t. a. w., thence to Benton, 23.31 m.; Poplar Bluff, Mo., to Texarkana, Ark., 324.62 m.; land grant. Route restated. r. p. o. car pay \$96.772.50 per annum, being \$212.50 per m. for 338.78 m., and \$175 per m. for 141.61 m.	40.08	{ 561.51 } { 761.29 }	398,217.06
147041	{ Kirkwood Branch Connection (n. o.) Mo., Poplar Bluff, Mo., Poplar Bluff, Mo., Texarkana.	{ 158.77 } { 324.62 }	78,081	30.21	r. p. o. authorized 1, 40 ft., Cairo and Texarkana; r. p. o. run 51 by 9.7 t. a. w., Cairo and Texarkana, 424.80 m.; apt. 26 by 9.7 t. a. w., Malden and Jonesboro, 66.91 m.; 30 by 9.7 t. a. w., Fair Oaks and Altheimer, 83.33 m.; 30 by 9.7 t. a. w., 25 by 9.6 t. a. w., thence to Pine Bluff, 11.62 m.; 30 by 9.7 t. a. w., thence to Texarkana, 150.91 m.; c. p. 7 t. a. w., Jonesboro and Fair Oaks, 48.05 m.; 1 t. a. w., Altheimer and Robroy, 4.16 m.; 7 t. a. w., thence to Pine Bluff, 7.46 m.; 7 t. a. w., Fordyce and Texarkana, 111.20 m.; r. p. o. car pay \$10,620 per annum, being \$25 per m. for 424.80 m.	15.09	173.56	73,728.28
147042	Cairo, Ill., Texarkana.	424.80	5,297	23.78	Apt. 14 by 8 (av.), 7 t. a. w., 18 by 9.6 t. a. w., McGehee and Halley, 9.12 m.; 14 by 8 (av.), thence to Clayton, 140.66 m.; c. p. 1 t. a. w., McGehee and Halley, 149.87 m. Route restated.	7.43	56.43	8,457.16
147043	Vacant.	149.87	401	20.98	c. p. 7 t. a. w., Luna Landing and Crossett, 51.18 m. Route restated.	7	46.17	2,362.98
147044	McGehee, Clayton, La.		252	14.30				
147045	Luna Landing, Crossett.	51.18						
147046	Vacant.		318	20.71	apt. 11 by 7, 7 t. a. w., White and Eldorado, 43.65 m.	7	50.44	2,223.39
147047	White, Eldorado.....	44.06			c. p. 14 t. a. w., Greenwood and Excelsior, 4.49 m.; 7 t. a. w., thence to Maney Junction (n. o.), 8.92 m.	9.34	42.75	573.27
147048	Greenwood, Maney Junction (n. o.) Ind. T.	13.41	207	15	c. p. 7 t. a. w., Excelsior and Harford, 15.38 m.	7	42.75	657.49
147049	Excelsior, Harford	15.38	192	15.38	c. p. 14 t. a. w., Searcy and Higginson, 4.17 m.; 7 t. a. w., thence to Mesa (n. o.), 33.60 m.	7.77	42.75	1,614.66
147050	Chicago, Rock Island and Pacific Rwy. Co.	37.77	191	11.25				
147051	Paris, Fort Smith.....	45.56	465	19.13	apt. 17 by 9, 6 t. a. w., Paris and Fort Smith, 45.08 m.	6	61.56	2,804.67
147052	Cornie Station (n. o.), Wesson	4.53	119	5.66	c. p. 14 t. a. w., Cornie Station (n. o.) and Wesson, 4.53 m.	14	42.75	193.65
147053	Benton, Hot Springs..	30.30	2,607	28.70	apt. 16 by 7, 7 t. a. w., Benton and Hot Springs, 30.30 m.; c. p. 21 t. a. w., Benton and Hot Springs, 30.30 m.	28	136.30	4,145.04

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
147064	ARKANSAS—continued. Blytheville, Jonesboro.	Jonesboro, Lake City and Eastern R. R. Co.	54.47	235	22.36	apt. 12 by 9, 7 t. a. w., Blytheville and Jonesboro, 53.43 m.; c. p. 6 t. a. w., Blytheville and Jonesboro, 54.47 m.	13	44.46	2,421.73
147065	Freeman Station (n. o.), Berryville.	Missouri and North Arkansas R. R. Co.	3.29	212	14	apt. 21 by 9, 14 t. a. w., Freeman Station (n. o.) and Berryville, 3.29 m.	14	43.61	143.47
147066	Vacant.								
147067	Vacant.								
147068	Prescott, Belton.....	Prescott and Northwestern R. R. Co.	24.68	72	13.71	c. p. 6 t. a. w., Prescott and Belton, 24.68 m.	6	42.75	1,055.07
147069	Arkansas City, Trippe (n. o.).	St. Louis Iron Mountain and Southern Rwy. Co.	7.31	152	20.54	apt. 18 by 9, 12 t. a. w., Arkansas City and Trippe (n. o.), 7.19 m.; c. p. 2 t. a. w., Arkansas City and Trippe (n. o.), 7.31 m. Route restated.	14	42.75	312.50
147070	Waldron, Heavener, Ind. T.	Arkansas Western R. R. Co.	32.01	390	15.33	c. p. 14 t. a. w., Waldron and Heavener, 32.01 m.	14	55.58	1,779.11
147071	Vacant.								
147072	Drummond, New Edinburg.	Saline River Rwy. Co.	8.50	49	16.66	c. p. 12 t. a. w., Drummond and New Edinburg, 8.50 m.	12	42.75	363.37
147073	Vacant.								
147074	Vacant.								
147075	Vacant.								
147076	Pine Bluff and Western Junction (n. o.), Benton.	Pine Bluff and Western R. R. Co.	44.65	172	16.99	apt. 16 by 7, 7 t. a. w., Pine Bluff and Western Junction (n. o.) and Benton, 44.65 m.	7	42.75	1,908.78
147077	Campbell, Mo., Nimmons.	St. Louis, Kennett and Southeastern R. R. Co.	15.02	20	11.06	c. p. 6 t. a. w., Campbell and Nimmons, 15.02 m.	6	42.75	642.10
147078	LOUISIANA.								
149001	McGehee, Ark., Alexandria, La.	St. Louis, Iron Mountain and Southern Rwy. Co.	191.56	2,186	21.20	apt. 20 by 9 and 21 by 9 each, 7 out, 21 by 9, 14 in, McGehee, Ark., and Alexandria, La., 190.71 m.	14	130.81	25,057.96
149002	New Orleans, La., Marshall, Tex.	Texas and Pacific Rwy. Co.	339.58	5,466	23.97	apt. 25 by 9, 21 t. a. w., New Orleans and Baton Rouge Junction (n. o.), 39.47 m.; 14 t. a. w., thence to Marshall, Tex., 269.63 m.; c. p. 7 t. a. w., Shreveport, La., and Marshall, Tex., 33.78 m.	16.39	176.27	63,023.58

149003	New Orleans (Union Station), Lafayette.	Morgan's Louisiana and Texas R.R. and Steamship Co.	146.48	25, 148	25. 72	r. o. p. authorized, 1 l. 40 ft., and 1 l. 50 ft., New Orleans and Lafayette. Cars run, 50 by 9, 14 t. a. w., New Orleans and Lafayette, 146.19 m.; apt. 80 by 9, 7 t. a. w., New Orleans and Lafayette, 146.19 m.; c. p. 7 t. a. w., New Orleans and Franklin, 102.65 m.; 14 t. a. w., thence to Baldwin, 4.11 m. and 7 t. a. w., thence to Lafayette, 39.72 m.; r. p. o. car pay \$9,462.35 per annum, \$65 per m. for 146.19 m. Route restated.	28. 19	385. 60	56, 482. 68
149004	Raceland Junction (n. o.), Lockport.	.....do.....	9. 98	161	7. 87	no apt.; c. p. 14 t. a. w., Raceland Junction (n. o.) and Lockport, 993 m.	14	42. 75	424. 50
149005	Vidalia, Jonesville...	Natchez and Western Rwy. Co.	25. 85	192	10. 59	c. p. 7 t. a. w., Vidalia and Jonesville, 25.85 m.	7	42. 75	1, 105. 08
149006	Clinton, Ethel.....	Yazoo and Mississippi Valley R. R. Co.	8. 78	202	18	c. p. 12 t. a. w., Clinton and Ethel, 8.78 m.	12	42. 75	375. 34
149007	Slaughter, La., Woodville, Miss.	.....do.....	41. 82	374	12	apt. 8 by 7, 6 t. a. w., Slaughter and Woodville, 41.82 m.	13	54. 72	2, 298. 39
149008	Vicksburg, Miss., Shreveport, La.	Vicksburg, Shreveport and Pacific Rwy. Co.	174. 29	7, 964	29	r. p. o. authorized, 1 l. 40 ft. Vicksburg, Miss. and Shreveport, La. Cars run, 50 by 9, 7 t. a. w., Vicksburg and Shreveport, 173.72 m.; apt. 30 by 9, 7 t. a. w., Vicksburg and Shreveport, 173.72 m.; c. p. 6 t. a. w., Ruston and Shreveport, 66.87 m. All land grant; r. p. o. car pay \$4,343 per annum, \$25 per m. for 173.72 m.	16. 30	162. 10	28, 252. 40
149009	Thibodaux, Houma...	Morgan's Louisiana and Texas R.R. and Steamship Co.	20. 05	449	12. 59	c. p. 14 t. a. w., Thibodaux and Houma, 20.05 m.	14	59. 85	1, 199. 99
149010	Lafayette, Sabine River (n. o.).	Louisiana Western R. R. Co.	105. 70	21, 312	27. 31	r. p. o. authorized, 1 l. 40 ft. and 1 l. 50 ft., Lafayette and Sabine River (n. o.). Cars run, 50 by 9, 14 t. a. w., Lafayette and Sabine River (n. o.), 105.49 m.; apt. 30 by 9, 7 t. a. w., Lafayette and Sabine River (n. o.), 105.49 m.; c. p. 7 t. a. w., Lafayette and Mallard Junction (n. o.), 71.50 m., 14 t. a. w., thence to Lake Charles, 2.98 m. and 7 t. a. w., thence to Sabine River (n. o.) 31.22 m.; r. p. o. car pay \$6,856.85 per annum, \$65 per m. for 105.49 m.	28. 19	344. 56	36, 419. 99
149011	McManus, Jackson...	Jackson R. R. Co.	4. 91	147	10	c. p. 6 t. a. w., McManus and Jackson, 4.91 m.	6	42. 75	209. 90
149012	Donaldsonville, Thibodaux.	Texas and Pacific Rwy. Co.	28. 98	244	20. 31	c. p. 14 t. a. w., Donaldsonville and Thibodaux, 28.98 m.	14	45. 31	1, 318. 08
149013	Abbeville, Eunice...	Louisiana Western R. R. Co.	58. 79	385	15. 61	apt. 25 by 9, 7 out, and 16 by 9, 7 in, Abbeville and Eunice, 58.83 m. Route restated.	7	55. 57	3, 266. 96
149014	Pearl River, Covington.	New Orleans Great Northern R. R. Co.	24. 29	632	30	apt. 8 by 7, 6 t. a. w., Pearl River and Covington, 24 m.; c. p. 7 t. a. w., Pearl River and Covington, 24.29 m.	13	69. 25	1, 682. 08
149015	Baldwin, Louisa.....	Morgan's Louisiana and Texas R.R. and Steamship Co.	15. 45	70	10. 21	c. p. 7 t. a. w., Baldwin and Louisa, 15.45 m.	7	42. 75	660. 48
149016	Shreveport, Logansport.	Houston and Shreveport R. R. Co.	41. 13	2, 916	21. 25	apt. 20 by 9, 14 t. a. w., Shreveport and Logansport, 40.68 m.	14	141. 07	5, 802. 20
149017	Cypress, Shreveport..	Texas and Pacific Rwy. Co.	86. 42	264	21. 22	apt. 25 by 9, 6 t. a. w., Cypress and Shreveport, 85.84 m.; c. p. 8 t. a. w., Cypress and Natchitoches, 10.90 m., and 1 t. a. w., thence to Shreveport, 75.52 m. Route restated.	7. 88	47. 02	4, 063. 46
149018	Ferriday, Baton Rouge Junction	.....do.....	110. 63	486	22. 83	apt. 25 by 9, 14 t. a. w., Ferriday and Tensas, 48.31 m. Route restated.	10. 94	62. 41	6, 904. 41
149019	Lewisville, Shreveport.	St. Louis Southwest-ern Rwy. Co.	62. 32	557	18. 77	apt. 24 by 9, 7 t. a. w., Lewisville and Shreveport 61.82 m.; c. p. 0 out, 6 in, Shreveport and Plain Dealing, 29.68 m.	8. 42	65. 88	4, 102. 52
149020	New Orleans, Belair..	Louisiana Southern Rwy. Co.	29. 40	90	15	c. p. 7 t. a. w., New Orleans and Belair, 29.40 m.	7	42. 75	1, 256. 85

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
149021	LOUISIANA—cont'd. (Lafayette, Cheneyville, Cheneyville, Alexandria, New Iberia, I. & V. Junction (n. o.), Vacant Station A (Algiers), Buras.	Morgan's Louisiana and Texas R.R. and Steamship Co. do	60.57 25.29 5.35	694 473 5.35	24.03 18.88 14.14	(apt. 16 by 9, 7 t. a. w., Lafayette and Alexandria, 35.26 m.; lap service, Cheneyville to Alexandria, La., 25.29 m., over route 149002. apt. 25 by 9, 7 out, 16 by 9, 7 in, New Iberia and I. & V. Junction (n. o.), 5.35 m. apt. 7 by 7, 6 t. a. w., station A (Algiers) and Buras, 59.60 m.; c. p. 7 t. a. w., Station A (Algiers) and Buras, 59.62 m. c. p. 7 t. a. w., Arnaudville and Cades, 31.03 m.	7 7 13	71.82 7.70 61.56	4,544.86 329.84 3,007.23
149025	Arnaudville, Cades.	New Orleans, Fort Jackson and Grand Isle R. R. Co. Morgan's Louisiana and Texas R.R. and Steamship Co.	31.03	229	9.31	c. p. 7 t. a. w., Arnaudville and Cades, 31.03 m.	7	44.46	1,879.59
149026	White, Ark., Incline (n. o.), La.	New Orleans and Northwestern R. R. Co.	116.30	650	23.59	apt. 21 by 9, 7 out, 11 by 7, 7 in, White and Clayton Junction (n. o.), 100.88 m.; 21 by 9 and 11 by 7 each, 7 out, 11 by 7, 14 in, thence to Ferriday, 6.06 m.; 21 by 9, 7 out, 11 by 7, 7 in, thence to Incline (n. o.), 8.84 m.; Route restated. c. p. 14 t. a. w., De Quincy and Lake Charles, 22.81 m.	7.86	70.11	8,153.79
149027	De Quincy, Lake Charles.	Kansas City Southern Rwy. Co.	22.81	724	27.34	c. p. 7 t. a. w., Mandeville Junction (n. o.) and Mandeville, 12.42 m.	14	73.53	1,677.21
149028	Mandeville Junction, (n. o.), Mandeville.	New Orleans Great Northern R. R. Co.	12.42	70	25	apt. 15 by 9, 7 out, and 12 by 7, 7 in, Lake Charles and Alexandria, 99.37 m.	7	42.75	530.95
149029	Lake Charles, Alexandria.	St. Louis, Watkins and Gulf Rwy. Co.	100.16	450	22.43	Not adjusted. No distance circular.	7	59.85	5,994.57
149030	Vacant.								
149031	Iberia and Vermilion Junction (n. o.), Abbeville.	Iberia and Vermillion R. R. Co.	16.54	430	20.67	apt. 25 by 9, 7 out, and 16 by 9, 7 in, I. & V. Junction (n. o.) and Abbeville, 16.14 m.	7	58.99	975.69
149033	Vacant.								
149034	Simmesport, Bunkie.	Texas and Pacific Rwy. Co.	25.79	247	15.99	apt. 10 by 7, 6 t. a. w., Simmesport and Junction (n. o.), 13.90 m., and 12 t. a. w., thence to Bunkie, 11.60 m.; c. p. 1 t. a. w., Simmesport and Junction (n. o.), 13.97 m., and 2 t. a. w., thence to Bunkie, 11.82 m.	10.20	45.81	1,163.54
149035	Junction (n. o.), Marksville.	do	9.04	212	15.49	apt. 10 by 7, 6 t. a. w., Junction (n. o.) and Marksville, 8.80 m.; c. p. 1 t. a. w., Junction (n. o.) and Marksville, 9.04 m.	7	43.60	394.14

SECOND ASSISTANT—RAILROAD SERVICE.

149038	Vacant.	Morgan's Louisiana	20.63	840	14.92	c. p. 14 t. a. w., Napoleonville and Thibodaux, 20.63 m.	14	52.15	1,075.85
149037	Napoleonville, Thibodaux.	and Texas R. and Steamship Co.	5.61	22	10	c. p. 7 t. a. w., Estopinal and Poydras, 5.61 m.	7	42.75	239.82
149038	Estopinal, Poydras.	Louisiana Southern Rwy. Co.	75.11	864	19.82	apt. 25 by 9, 6 t. a. w., Texarkana and Shreveport, 74.60 m.; c. p. 1	7	79.51	5,971.99
149039	Texarkana, Ark., Shreveport, La.	Texas and Pacific Rwy. Co.	99.64	661	16.43	apt. 20 by 8, 7 t. a. w., El Dorado and Winnfield, 99.20 m.	7	70.96	7,070.45
149040	El Dorado, Ark., Winnfield, La.	Chicago, Rock Island and Pacific Rwy. Co.	3.08	1,070	4.93	apt. 13 by 7, 7 t. a. w., Natchez and Incline (n. o.), 2.60 m.	7	88.06	271.22
149041	Vacant.	Natchez and Southern Rwy. Co.	30.27	297	15	Not adjusted. No distance circular.	6	49.59	1,501.08
149042	Natchez, Miss., Incline (n. o.), La.	Kentwood and Eastern Rwy. Co.	186.65	516	18.55	apt. 18 by 9, 7 t. a. w., Hope and Jena, 186.50 m.; c. p. 13 t. a. w., Minden and Laueville, 4.30 m. Route restored.	7.34	64.12	11,967.99
149043	Kentwood, Hackley.	Louisiana and Arkansas Rwy. Co.	19.19	138	7.48	Not adjusted. No distance circular.	9.75	42.75	820.87
149045	Hope, Ark., Jena, La.	Tremont and Gulf R. R.	4.16	82	13.06	c. p. 12 t. a. w., Tremont and Eros, 12.01 m., and 6 t. a. w., thence to Avar, 7.18 m.	7	42.75	918.47
149046	Vacant.	Franklin and Abbeville Rwy. Co.	20.82	82	13.06	(c. p. 7 t. a. w., Franklin and New Iberia, 32 m.; lap service, Franklin and Baldwin, 4.16 m., over route 149008; Baldwin and F. & A. Junction (n. o.), 2.36 m., over route 149015, without compensation, and David (n. o.) and New Iberia, 4.66 m., over route 149022.	7	42.75	918.47
149047	Baldwin, F. & A. Junction (n. o.).	Franklin and Abbeville Rwy. Co.	4.66	82	13.06		7	42.75	918.47
149048	F. & A. Junction (n. o.).	Franklin and Abbeville Rwy. Co.	4.66	82	13.06		7	42.75	918.47
149049	David (n. o.), New Iberia.	Franklin and Abbeville Rwy. Co.	4.66	82	13.06		7	42.75	918.47
149051	Vacant.	Texas and Pacific Rwy. Co.	16.79	109	14.14	c. p. 14 t. a. w., Donaldsonville and Napoleonville, 16.79 m.	14	42.75	717.77
149052	Donaldsonville, Napoleonville.	Louisiana Western R. Co.	34.08	143	15.55	c. p. 7 t. a. w., Lake Arthur and Mallard Junction (n. o.), 34.08 m.	7	42.75	1,456.92
149053	Lake Arthur, Mallard Junction (n. o.).	R. R. Co.	28.89	130	12.39	c. p. 14 t. a. w., Felenthal and F. & S. Junction (n. o.), 6.71 m., 7 t. a.	8.62	42.75	1,235.04
149054	Felenthal, Ark., Farmerville, La.	Farmerville and Southern R. R. Co.	39.99	98	15.05	c. p. 7 t. a. w., F. & S. Junction (n. o.) and Monroe, 39.99 m.	7	42.75	1,709.57
149055	Farmerville and Southern Junction (n. o.).	Little Rock and Monroe Rwy. Co.	13.35	85	13	c. p. 6 t. a. w., Covington and Folsom, 13.35 m.	6	42.75	570.71
149056	Monroe.	New Orleans Great Northern R. R. Co.	16.05	85	13	Agreement to June 30, 1910.	6	42.75	481.50
149057	Covington, Folsom.	New Orleans Great Northern R. R. Co.	150.67	7,822	28.88	apt. 31 by 9, 14 t. a. w., Palestine and Spring, 127.60 m.; 81 by 9, 14 t. a. w., 21 by 9, 7 t. a. w., thence to Houston, 23 m.	15.06	200.92	30,272.61
149058	Natalbany, Montpelier.	New Orleans, Natalbany and Natchez Rwy. Co.	150.67	7,822	28.88		15.06	200.92	30,272.61
150001	Palestine, Houston.	International and Great Northern R. R. Co.	150.67	7,822	28.88		15.06	200.92	30,272.61
	TEXAS.								

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
150002	TEXAS—continued. Houston, San Antonio	Galveston, Harrisburg and San Antonio Rwy. Co.	Miles. 209.89	Pounds. 10,499	29.30	apt. 30 by 9, 14 t. a. w., 26 by 9, 7 t. a. w., Houston and Rosenberg, 35.45 m.; 30 by 9, 14 t. a. w., thence to San Antonio, 173.94 m.; c. p. 7 t. a. w., Houston and Rosenberg, 35.45 m.	16.37	229.14	47,979.62	
150003	Denison, Houston	Houston and Texas Central R. R. Co.	337.05	8,487	26.46	apt. 30 by 9, 21 t. a. w., Denison and Garrett, 104.16 m.; 30 by 9, 21 t. a. w., thence to Denison, 2.89 m.; 30 by 9, 15 by 9, 7 t. a. w., 14 by 9, 7 t. a. w., thence to Ennis, 2.89 m.; 30 by 9, 21 t. a. w., thence to Corsicana, 20.69 m.; 30 by 9, 14 t. a. w., thence to Houston, 208.98 m.; c. p. 7 t. a. w., Denison and Dallas, 73.41 m.	17.81	207.76	70,025.50	
150004	Hempstead, Austin	do	116.44	1,572	21.77	apt. 20 by 9, 7 t. a. w., Hempstead and Austin, 114.94 m.; c. p. 7 t. a. w., Hempstead and Austin, 115.44 m.	14	109.44	12,633.75	
150005	Bremont, Waco	do	44.17	1,752	23.24	apt. 17 by 9, 13 t. a. w., Bremont and Waco, 43.58 m.; c. p. 1 t. a. w., Bremont and Waco, 44.17 m.	14	117.14	5,174.07	
150006	Houston, Galveston	Galveston, Houston and Henderson R. R. Co.	50.26	4,122	23.44	apt. 31 by 9, 7 t. a. w., Houston and Galveston, 49.86 m.; c. p. 28 out, 21 in, Houston and Galveston, 50.26 m.	31.50	158.17	7,949.62	
150007	Longview, San Antonio.	International and Great Northern R. R. Co.	341.19	20,294	24.99	r. p. o. authorized, 1.1 50 ft., Longview and San Antonio, Tex.; r. p. o. run, 60 by 9, 7 t. a. w., Longview and San Antonio, 340.20 m.; apt. 31 by 9, 7 t. a. w., 30 by 9, 7 out, Longview and Palestine, 81.30 m.; 30 by 9, 7 out, 31 by 9, 7 in, thence to Hearne, 89.60 m.; 30 by 9, 7 out, 31 by 9, 7 out, 14 in, 22 by 9, 7 out, thence to San Antonio, 169.30 m.; c. p. 7 in, Longview and Palestine, 82.29 m., and 7 in, Hearne and San Antonio, 169.30 m. Route restated, from San Antonio to International Boundary (n. o.) covered by 150126. r. p. o. pay, \$13.608 per annum, \$40 per m. for 340.20 m.	22.63	334.30	114,059.81	
150008	Houston, Columbia	do	50.32	406	12.87	apt. 17 by 9, 6 t. a. w., Houston and Columbia, 50 m.; c. p. 1 t. a. w., Houston and Columbia, 50.32 m.	7	57.29	2,882.88	
	Texarkana, Ark., Sierra Blanco, Tex. Joint Track Crossing (n. o.).		767.18			ft. p. o. authorized, 2.1 50 ft., and 1.1 40 ft., Texarkana and Longview, 1.1 50 ft., and 1.1 40 ft., Longview and Fort Worth, r. p. o. run, 60 by 9, 28 t. a. w., Texarkana and Longview, 90.39 m.; 60 by 9, 14 t. a. w., thence to Fort Worth, 155.44 m.; apt. 25 by 9, 7 out, 29 by 9, 7 in, Marshall and Fort Worth, 179.03 m.; 31 by 9, 7 t. a. w., 30 by 9, 7 t. a. w., thence to Big Spring, 267.17 m.; 30 by 9, 7 t. a. w., thence to El Paso, 346.26 m.; c. p. 7 t. a. w., Marshall and Dallas, 147.59 m.; 35 t. a. w., thence to Fort Worth, 31.44 m.; 14 t. a. w., thence to Weatherford, 30.99 m. Lap service, 90.80 m., Sierra Blanco to end of joint track (n. o.), Texas, over route 150039. r. p. o. pay, \$19,594.55 per annum, \$105 per m. for 90.39 m., and \$45 per m. for 155.44 m.		235.98		
150009	End of Joint Track Crossing (n. o.), El Paso.	Texas and Pacific Rwy. Co.	1.90	11,141	26.64		16.90	126.54		192,977.32

150010	Bridgeport, Graham...	Chicago, Rock Island and Gulf Rwy. Co.	55.65	795	23.02	apt. 15 by 9, 7 t. a. w., Bridgeport and Graham, 54.91 m. Route restated, covers 150050.	7	76.10	4,234.96
150011	Texarkana, Ark., Whitesboro, Tex.	Texas and Pacific Rwy. Co.	173.58	2,552	23.44	apt. 25 by 9, 14 out, 7 in; 30 by 9, 7 in, Texarkana and Whitesboro, 173.10 m.; c. p. 7 t. a. w., Paris and Sherman, 63.40 m.	16.55	135.94	23,596.46
150012	Sabine River (n. o.), La., Houston, Tex.	Texas and New Orleans R. R. Co.	112.18	19,844	29.25	r. p. o. authorized, 11.60 ft., and 11.40 ft., Sabine River (n. o.), La., and Houston, Tex.; r. p. o. run, 50 by 9, 14 t. a. w., Sabine River (n. o.) and Houston, 112.18 m.; apt. 30 by 9, 7 t. a. w., Sabine River (n. o.) and Houston, 112.18 m.; c. p. 7 t. a. w., Sabine River (n. o.) and Houston, Texas, 112.18 m.; r. p. o. pay, \$7,291.70 per annum, \$65 per m. for 112.18 m.	28	329.17	36,926.29
150013	Lufkin, Kennard.....	Eastern Texas R. R. Co.	30.70	151	13.73	c. p. 6 t. a. w., Lufkin and Kennard, 30.70 m.....	6	42.76	1,312.42
150014	Columbus, Lagrange..	Galveston, Harrisburg and San Antonio Rwy. Co.	31.60	92	14.92	c. p. 6 t. a. w., Columbus and Lagrange, 31.60 m.....	6	42.75	1,350.90
150015	Henderson, Overton..	International and Great Northern R. R. Co.	16.51	508	17.46	c. p. 14 t. a. w., Henderson and Overton, 16.51 m.....	14	64.12	1,058.62
150016	Corpus Christi, International Boundary Line (n. o.), Greenville, Mineola..	Texas Mexican Rwy. Co.	161.82	140	14.33	apt. 12 by 6, 7 t. a. w., Corpus Christi and International Boundary Line (n. o.), 161.40 m.	7	42.75	6,917.80
150017	San Antonio, Stockdale.	Missouri, Kansas and Texas Rwy. Co. of Texas.	50.86	432	22.69	apt. 15 by 9, 7 t. a. w., Greenville and Mineola, 50.51 m.....	7	62.41	3,174.17
150018	Brownsville, Isabel..	Rio Grande R. R. Co.	22.91	32	15	c. p. 7 t. a. w., Brownsville and Isabel, 22.91 m.....	7	42.75	979.40
150019	Fort Lavaca, Cuero...	Galveston, Harrisburg and San Antonio Rwy. Co.	56.61	402	23.09	c. p. 7 t. a. w., Fort Lavaca and Victoria, 27.23 m.; 13 t. a. w., thence to Cuero, 23.38 m.	10.06	56.43	3,138.07
150020	San Antonio, Stockdale.	.....do.....	39.11	277	13.79	c. p. 6 t. a. w., San Antonio and Stockdale, 39.11 m.....	6	47.88	1,872.58
150021	Garrett, Fort Worth..	Houston and Texas Central R. R. Co.	52.82	1,872	28.48	apt. 15 by 9, 14 t. a. w., Garrett and Fort Worth, 52.70 m.; c. p. 14 t. a. w., Garrett and Waxahachie, 11.72 m.	17.10	122.27	6,458.30
150022	Whitesboro, Henrietta.	Missouri, Kansas and Texas Rwy. Co. of Texas.	86.83	2,838	22.26	apt. 15 by 9, 14 out, 7 in, 16 by 9, 7 in, Whitesboro and Henrietta, 85.95 m.; c. p. 21 out, 14 in, Whitesboro and Gainsville, 15.81 m. Route restated, from Henrietta to Wichita Falls covered by 150123.	17.18	139.36	12,100.62
150023	Logansport, La., Houston, Tex.	Houston, East and West Texas Rwy. Co.	191.80	2,243	19.58	apt. 20 by 9, 14 t. a. w., Logansport and Houston, 191.76 m.; c. p. 7 in, Humble and Houston, 17.75 m.	14.32	131.67	25,254.30
150024	Slisbee, Somerville...	Gulf, Colorado and Santa Fe Rwy. Co.	153.40	537	21.25	apt. 22 by 9, 7 in, 20 by 8, 7 out, Slisbee and Somerville, 153.19 m.; c. p. 7 t. a. w., Slisbee and Bragg (n. o.), 24.20 m., and 7 t. a. w., Conroe and Somerville, 73.29 m. Route restated, covers 150098.	11.44	64.98	9,967.98
150025	Texarkana, Ark., Waco, Tex.	St. Louis Southwestern Rwy. Co. of Texas.	259.04	5,181	27.82	apt. 30 by 9, 14 t. a. w., Texarkana and Waco, 258.92 m. Route restated, Waco to Gatesville covered by 150127.	14	172.71	44,788.79
50026	Georgetown, Roundrock.	International and Great Northern R. R. Co.	10.32	265	16.86	c. p. 21 t. a. w., Georgetown and Roundrock, 10.32 m.....	21	47.03	485.34
50027	Fort Worth Galveston.	Gulf, Colorado and Santa Fe Rwy. Co.	346.75	5,138	29.40	apt. 30 by 9, 14 t. a. w., Fort Worth and Rosenberg, 280.59 m.; 7 t. a. w., thence to Alvin, 37.09 m.; 14 t. a. w., thence to Galveston, 28.08 m.; c. p. 7 t. a. w., Fort Worth and Cleburne, 28.84 m.; 0 out, 7 in, thence to Milano, 143.18 m.; 0 t. a. w., thence to Alvin; 14 out, 7 in, thence to Galveston, 29.08 m.	16.15	171.85	59,590.70

B. Table showing the roughness of the routes of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	Name and terminus.	Corporate title of company.	Length of route. Miles.	Average weight of mails carried per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Dollars. Pay per mile per annum for trans- portation.	Dollars. Annual rate of pay for transportation.
TEXAS—continued.									
154028	Denton, Smithville...	Missouri, Kansas and Texas Rwy. Co. of Texas.	206.74	13,151	27.76	r. p. o. authorized, 1 l. 40 ft., Denison and Taylor, 257.99 m.; r. p. o. run, 60 by 9, 7 t. a. w., Denison and Smithville, 308.21 m.; apt. 39 by 9, 7 t. a. w., 15 by 9, 7 t. a. w., Denison and Whitesboro, 24.84 m.; 39 by 9, 7 t. a. w., 15 by 9, 7 t. a. w., Denison and Whitesboro, 24.84 m.; 39 by 9, 7 t. a. w., thence to Smithville, 247.50 m.; c. p. 7 t. a. w., Denison and Temple, 219.45 m.; 20 t. a. w., thence to Echo (u. o.), 4 m.; 7 t. a. w., thence to Taylor, 34.90 m.; r. p. o. pay \$6.449.75 per annum, \$25 per m. for 257.99 m. apt. 30 by 9, 7 t. a. w., Beaumont and Jacksonville, 171.75 m. Route restated, covers 150102.	21.31	Dollars. 79,719.76	
154029	Beaumont, Jack- sonville, Den- ton, Denton	Texas and New Or- leans R. R. Co. Missouri, Kansas and Texas Rwy. Co. of Texas.	172.28	1,994	21.07	apt. 30 by 9, 7 t. a. w., Beaumont and Jacksonville, 171.75 m. Route restated, covers 150102.	7	84.64	14,581.77
154030	Denton, Denton	Texas Rwy. Co. of Texas.	37.76	727	26.89	apt. 16 by 9, 7 out, 15 by 9, 7 in, Dallas and Denton, 37.37 m.	7	73.53	2,776.75
154031	Texola, Okla., Ame- rillo, Min- neapolis, Troup	Chicago, Rock Island and Gulf Rwy. Co. International and Great Northern R. R. Co. San Antonio and Aransas Pass Rwy. Co.	112.64	715	32	apt. 30 by 9, 7 t. a. w., Texola and Amarillo, 112.05 m.	7	72.67	8,178.28
154032	Minneapolis, Troup	International and Great Northern R. R. Co.	44.38	508	21.80	apt. 21 by 9, 7 t. a. w., Mineola and Troup, 44.20 m.; c. p. 7 t. a. w., Mineola and Troup, 44.38 m.	14	64.12	2,845.64
154033	Kennedy, Corpus Christi, Phal- phel.	San Antonio and Aransas Pass Rwy. Co.	86.47	1,786	17.29	apt. 17 by 9, 7 t. a. w., Kennedy and Corpus Christi, 87.77 m.; c. p. 7 t. a. w., Kennedy and Corpus Christi, 86.47 m.	14	118.85	10,514.65
154034	Phal- phel, Huntville...	International and Great Northern R. R. Co.	7.86	457	16.78	c. p. 21 t. a. w., Phelps and Huntville, 7.36 m.	21	60.71	446.82
154035	Paris, Weatherford ...	Gulf, Colorado and Santa Fe Rwy. Co.	198.78	2,784	23.36	apt. 20 by 9, 7 t. a. w., 20 by 8, 7 out, 23 by 9, 7 in, Paris and Dallas, 100.79 m.; 20 by 9, 14 t. a. w., 20 by 8, 7 out, 23 by 9, 7 in, thence to Cleburne, 61.94 m.; c. p. 6 t. a. w., Cleburne and Weatherford, 40.42 m.; apt. 20 by 9, 7 out, 25 by 9, 7 in, Rosenberg and Beeville, 146.20 m.; c. p. 7 t. a. w., Rosenberg and Victoria, 91.70 m.; 6 t. a. w., thence to Beeville, 55.02 m. Route restated, covers 150071.	14.20	138.51	26,840.46
154036	Rosenberg, Beeville...	Galveston, Harris- burg and San An- tonio Rwy. Co.	146.72	1,183	24.40	apt. 30 by 9, 24 by 9, 7 t. a. w., Fort Worth and Amarillo, 335.98 m.; 30 by 9, 7 out, 24 by 9, 7 in, thence to Texline, 117.32 m.; c. p. 7 t. a. w., Fort Worth and Vernon, 163.63 m., and 7 t. a. w., Amarillo and Dalhart, 81.86 m.	13.62	98.19	13,672.83
154037	Fort Worth, Texline.	Fort Worth and Den- ver City Rwy. Co.	403.65	4,408	23.62		15.97	162.45	73,695.44

150038	Austin, Llano	Houston and Texas Central R. R. Co.	101.00	1,175	29.32	apt. 20 by 9, 7 t. a. w., Austin and Llano, 100.11 m.	7	92.34	9,326.34
150039	San Antonio, El Paso.	Galveston, Harrisburg and San Antonio Rwy. Co.	620.65	2,786	26.33	apt. 30 by 9, 7 t. a. w., San Antonio and El Paso, 620.17 m.	7	139.36	86,493.78
150040	Harwood, Gonzales.	Missouri, Kansas and Texas Rwy. Co. of Texas.	12.58	114	17.07	c. p. 14 t. a. w., Harwood and Gonzales, 12.58 m.	14	42.75	537.79
150041	Echo (n. o.), Balton	Missouri, Kansas and Texas Rwy. Co. of Texas.	7.12	634	16.13	c. p. 14 t. a. w., Echo (n. o.) and Belton, 7.12 m.	14	69.25	483.06
150042	Noel Junction (n. o.), Dallas.	St. Louis Southwest-ern Rwy. Co. of Texas.	14.05	2,463	21.81	apt. 25 by 9, 14 t. a. w., Noel Junction (n. o.) and Dallas, 14.05 m.; c. p. 14 t. a. w., Noel Junction (n. o.) and Dallas, 14.05 m.	23	134.23	1,885.93
150043	Spofford, International Boundary (n. o.).	Galveston, Harrisburg and San Antonio Rwy. Co.	36.58	2,265	21.91	c. p. 7 t. a. w., Spofford and International Boundary (n. o.), 36.58 m. Route restated, covers 150092.	7	131.67	4,816.48
150044	Tyler, Lufkin.	St. Louis Southwest-ern Rwy. Co. of Texas.	90.14	520	21.12	apt. 20 by 9, 7 t. a. w., Tyler and Lufkin, 89.61 m.	7	64.98	5,857.29
150045	Beaumont, Sabine.	Texas and New Orleans R. R. Co.	30.13	156	16.10	c. p. 7 t. a. w., Beaumont and Sabine, 30.13 m.	7	42.75	1,283.05
150046	Colmesneil, Trinity	Missouri, Kansas and Texas Rwy. Co. of Texas.	67.07	231	13.52	apt. 12 by 6, 6 t. a. w., Colmesneil and Trinity, 66.63 m.; c. p. 1 t. a. w., Colmesneil and Trinity, 67.07 m.	7	44.46	2,981.93
150047	Houston, Alvin.	Gulf, Colorado and Santa Fe Rwy. Co.	25.67	2,291	35.77	apt. 30 by 9, 7 t. a. w., Houston and Alvin, 25.55 m.; c. p. 14 t. a. w., Houston and Alvin, 25.67 m.	21	131.67	3,379.96
150048	Longview, Timpson.	Gulf, Colorado and Santa Fe Rwy. Co.	56.40	473	13.75	apt. 12 by 8, 6 t. a. w., Longview and Timpson, 55.70 m.; c. p. 7 t. a. w., Longview and Carthage, 37.10 m.; 1 t. a. w.; thence to Timpson, 19.30 m. Route restated, covers 150083.	10.94	61.56	3,471.98
150049	Temple, San Angelo.	Gulf, Colorado and Santa Fe Rwy. Co.	223.24	2,971	24.82	apt. 30 by 9, 7 t. a. w., Temple and Brownwood, 131.15 m.; 30 by 9, 7 t. a. w., thence to San Angelo, 97.34 m.; c. p. 7 t. a. w., Brownwood and San Angelo, 98.09 m.	14	141.93	32,536.03
150050	Vacant.	Gulf, Colorado and Santa Fe Rwy. Co.	5.09	553	16.23	apt. 30 by 9, 7 t. a. w., Coleman Junction (n. o.) and Coleman, 4.78 m.; c. p. 7 t. a. w., Coleman Junction (n. o.) and Coleman, 5.09 m.	14	65.83	335.07
150051	Coleman Junction (n. o.), Coleman.	Santa Fe Rwy. Co.	70.74	206	22.39	apt. 25 by 9, 6 t. a. w., Wharton and Palacios, 70.74 m. Route restated, covers 150091.	7	42.75	3,024.13
150052	Wharton, Palacios.	Galveston, Harrisburg and San Antonio Rwy. Co.	12.19	40	16.44	c. p. 6 t. a. w., Honeygrove and Ladonia, 12.19 m.	6	42.75	521.12
150053	Honeygrove, Ladonia.	Gulf, Colorado and Santa Fe Rwy. Co.	7.76	71	20.88	c. p. 7 t. a. w., Denison and Sherman Junction (n. o.), 7.76 m.	7	42.75	331.74
150054	Denison, Sherman Junction (n. o.).	Denison and Pacific Suburban Rwy. Co.	172.87	4,596	27.45	apt. 20 by 9, 14 t. a. w., Denison and Greenville, 52.06 m.; 20 by 9, 14 t. a. w., 20 by 9, 7 t. a. w., thence to Dallas, 54.03 m.; 20 by 9, 14 t. a. w., thence to Hillsboro, 66.22 m.; c. p. 7 t. a. w., Denison and Hillsboro, 172.87 m.	23.18	165.01	28,625.27
150055	Denison, Hillsboro.	Missouri, Kansas and Texas Rwy. Co. of Texas.	100.93	1,481	23.20	apt. 15 by 9, 7 t. a. w., Smithville and San Marcos, 52.58 m.; c. p. 7 t. a. w., Smithville and San Marcos, 52.75 m.; 14 t. a. w., thence to San Antonio, 48.18 m. Route restated, covers 150115.	14	106.02	10,700.59
150056	Smithville, San Antonio.	do	239.47	2,999	23.92	apt. 20 by 9, 14 out, 7 in, 19 by 9, 7 in, Houston and Kennedy, 177.79 m.; 20 by 9, 14 out, 7 in, 19 by 9, 7 in, 17 by 9, 7 t. a. w., thence to San Antonio, 61.68 m.	15.80	141.93	33,987.97
150057	Houston, San Antonio.	San Antonio and Aransas Pass Rwy. Co.							

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
	TEXAS—continued.								
150058	San Antonio, Kerrville	San Antonio and Arkansas Pass Rwy. Co.	71.10	1,122	24.19	apt. 20 by 9, 6 t. a. w., San Antonio and Kerrville, 70.57 m.; c. p. 1 t. a. w., San Antonio and Kerrville, 71.10 m.	7	90.68	6,448.79
150059	Center, Beaumont....	Gulf, Colorado and Santa Fe Rwy. Co.	141.15	941	20.50	apt. 30 by 10, 7 out, 30 by 9, 7 in, Center and Silabee, 119.36 m., 30 by 10, 7 out, 30 by 9, 7 in, 22 by 9, 7 out, 20 by 8, 7 in, thence to Beaumont, 20.99 m.; c. p. 7 t. a. w.; Silabee and Beaumont, 20.99 m. Route restated, covers 150110 and 150117.	9.08	82.98	11,705.56
150060	Commerce, Sherman.	St. Louis Southwestern Rwy. Co. of Texas.	53.40	208	22.76	apt. 26 by 9, 7 t. a. w., Commerce and Sherman, 53.20 m.....	7	42.75	2,282.85
150061	Forth Worth, Brady..	Fort Worth and Rio Grande Rwy. Co.	188.67	8,845	21.97	apt. 21 by 9, 7 out, 20 by 9, 7 in, 18 by 9, 7 t. a. w., Fort Worth and Brownwood, 139 m., 21 by 9, 7 out, 20 by 9, 7 in, thence to Brady, 48.60 m. Route restated, covers 150109.	12.15	153.90	29,036.31
150062	Houston, Galveston ..	Galveston, Harrisburg and San Antonio Rwy. Co.	57.80	1,245	33.60	apt. 25 by 9, 6 t. a. w., Houston and Galveston, 57.43 m.; c. p. 15 t. a. w., Houston and Galveston, 57.80 m.	21	95.76	5,584.92
150063	Sealy, Matagorda.....	Gulf, Colorado and Santa Fe Rwy. Co.	91.23	637	20.65	apt. 22 by 9, 6 t. a. w., Sealy and Matagorda, 90.61 m.; c. p. 1 t. a. w., Sealy and Matagorda, 91.23 m.	7	69.25	6,317.67
150064	Coriscana, Hillsboro..	St. Louis Southwestern Rwy. Co. of Texas.	43.33	463	15.23	apt. 25 by 9, 6 t. a. w., Coriscana and Hillsboro, 42.78 m.; c. p. 7 t. a. w., Coriscana and Hillsboro, 43.33 m.	13	60.71	2,630.56
150065	Amarillo, Tex., Texico, N. Mex.	Pecos and Northern Texas Rwy. Co.	95.11	2,446	27.60	apt. 30 by 9, 7 t. a. w., Amarillo and Texico, 94.58 m.....	7	134.23	12,766.61
150066	State Line (n. o.), Washburn.	Southern Kansas Rwy. Co. of Texas.	114.90	2,536	25.72	apt. 30 by 9, 7 t. a. w., State Line (n. o.) and Amarillo, 130 m. Lap service Washburn to Amarillo, 15.68 m., over route 150037.	7	135.09	15,974.76
150067	Mount Pleasant, Fort Worth.	St. Louis Southwestern Rwy. Co. of Texas.	154.78	5,792	23.11	apt. 26 by 9, 14 t. a. w., Mount Pleasant and Fort Worth, 154.58 m.....	14	178.69	27,657.63
150068	Rockport, Gregory ...	San Antonio and Arkansas Pass Rwy. Co.	21.41	257	19.00	c. p. 14 t. a. w., Rockport and Gregory, 21.41 m.....	14	46.17	988.49
150069	Paris, Commerce	Paris, Commerce and Ennis, 123.59 m.; c. p. 7 t. a. w., Paris and Ennis, 124.46 m. Lap service Commerce to Greenville, 14.30 m., over route 150067.	88.32	1,255	25.94	apt. 18 by 9, 7 t. a. w., Paris and Ennis, 123.59 m.; c. p. 7 t. a. w., Paris and Ennis, 124.46 m. Lap service Commerce to Greenville, 14.30 m., over route 150067.	14	96.76	10,744.54
150070	Beaumont, Galveston.	Gulf and Interstate Rwy. Co. of Texas.	76.21	98	20.18	c. p. 7 t. a. w., Beaumont and Galveston, 76.21 m. Route restated, covers 150124.	7	95.76	8,257.97

150071	Vacant.	Houston and Texas Central R. Co.	7.87	276	28.48	apt. 20 by 9, 14 t. a. w., Fairland and Marble Falls, 5.95 m. Lap service over route 150028.	14	47.88	352.87
150072	Fairland, Marble Falls	Whiteboro and Fort Worth, 71.81 m. Lap service over route 150028.	28.11	134	26.11	c. 7 t. a. w., Whitesboro and Fort Worth, 71.81 m. Lap service over route 150028.	7	.85	61.08
150073	Whiteboro, Fort Worth.	Whiteboro and Pacific Rwy. Co.	71.81	707	23.34	apt. 20 by 9, 6 t. a. w., Austin Junction (n. o.) and Lockhart, 53.87 m.; c. 1 t. a. w., Austin Junction (n. o.) and Lockhart, 54.04 m.	7	72.68	3,927.62
150074	Austin Junction (n. o.), Lockhart.	San Antonio and Arkansas Pass Rwy. Co.	54.04	1,708	23.06	apt. 17 by 9, 14 out, 18 by 9, 7 in, 21 by 9, 7 in, Waco and Cisco, 153.33 m.; 17 by 9, 7 out, 21 by 9, 7 in, thence to Stamford, 72.09 m.	11.76	115.42	26,120.70
150075	Waco, Stamford.	Texas Central R. R. Co.	226.31	936	24.06	apt. 25 by 9, 7 out, 21 by 9, 7 in, Waco and Shiner, 139.90 m., 25 by 9, 7 out, 21 by 9, 7 in, 20 by 9, 6 t. a. w., thence to Yoakum, 10.61 m.	9.63	82.08	14,054.55
150076	Waco, Yoakum.	San Antonio and Arkansas Pass Rwy. Co.	171.23	257	21.34	c. 7 t. a. w., Waco and Cameron, 53.31 m., 0 t. a. w., thence to Shiner, 106.89 m., 1 t. a. w., thence to Yoakum, 11.03 m.	10.80	46.17	3,678.74
150077	Skidmore, Falfurrias	do.	79.57	544	14.54	apt. 20 by 9, 6 t. a. w., Skidmore and Falfurrias, 79.51 m.; c. p. 8 t. a. w., Skidmore and Alice, 43.21, 7 t. a. w., thence to Falfurrias, 36.36 m.	6	65.84	3,455.94
150078	Wichita Falls, Seymour.	Wichita Valley Rwy. Co.	52.49	179	20.31	Route restated covers 150119.	6	42.75	2,387.14
150079	Pecos, State Line (n. o.).	Pecos River R. R. Co.	54.67	187	21.94	apt. 12 by 9, 6 t. a. w., Pecos and State Line (n. o.), 54.27 m.	14	42.75	1,004.19
150080	Lampasas, Burnet.	Houston and Texas Central R. R. Co.	23.49	1,380	18.36	c. p. 14 t. a. w., Lampasas and Burnet, 23.49 m.	10.86	99.18	11,721.09
150081	Jacksonville, Dallas.	Texas and New Orleans R. R. Co.	118.18	882	22.53	apt. 30 by 9, 7 t. a. w., Jacksonville and Athens, 41.48 m., 30 by 9, 7 t. a. w., 19.70, 6 t. a. w., thence to Dallas, 76.17 m. Route restated, covers 150144.	17	80.37	1,809.12
150082	Weatherford, Mineral Wells.	Weatherford, Mineral Wells and Northwestern Rwy. Co.	22.51	994	28.31	c. p. 20 out, 14 in, Weatherford and Mineral Wells, 22.51 m.	12.86	67.71	16,740.22
150083	Shreveport, La., Wash. Co., T. McKinney.	Missouri, Kansas and Texas Rwy. Co. of Texas.	20.69	91	16.58	apt. 30 by 9, 7 t. a. w., Shreveport and Greenville, 169.67 m., 15 by 8, 7 t. a. w., thence to McKinney, 31.57 m.; c. p. 7 t. a. w., Shreveport and Greenville, 170.16 m.	17.50	84.64	495.36
150084	Egan, Cleburne.	do.	9.23	26	6.76	c. p. 14 out, 21 in, Egan and Cleburne, 9.96 m.	6	42.75	1,161.09
150085	Laredo, Minera.	Rio Grande and Eagle Pass Rwy. Co.	27.16	119	13.77	c. p. 6 t. a. w., Laredo and Minera, 27.16 m.	8.84	42.75	868.68
150086	Anchor, Velasco.	Velasco, Brazos and Northern Rwy. Co.	20.32	82	13.37	c. p. 14 t. a. w., Anchor and Angleton, 3.90 m., 7 t. a. w., thence to Velasco, 16.42 m.	14	42.75	810.54
150087	Hearne, Stone City.	Hearne and Brazos Valley R. R. Co.	18.96	5,820	28.92	c. p. 14 t. a. w., Hearne and Stone City, 18.96 m.	17.23	179.55	16,913.61
150088	Vacant.	Chicago, Rock Island and Gulf Rwy. Co.	94.20	191	18.15	r. p. o. run (not authorized), 60 by 9, 14 t. a. w., Tarral and Fort Worth, 94.20 m.; c. p. 7 t. a. w., Bridgeport and Fort Worth, 43.58 m.	7	42.75	3,182.31
150089	Tarral, Ind. T., Fort Worth.	Texas Southern Rwy. Co.	74.44	545	6	apt. 20 by 9, 14 out, 21 in, 30 by 9, 14 out, 7 in, Lampasas Junction (n. o.) and Lampasas, 1.02 m.	28	65.83	75.70
150090	Marshall, Winnaboro.	Gulf, Colorado and Santa R. Rwy. Co.	1.15	131	19.56	c. p. 7 t. a. w., Denison and Sherman, 11.12 m.	7	42.75	475.38
150091	Vacant.	Missouri, Kansas and Texas Rwy. Co. of Texas.	11.12	28,432	28.34	r. p. o. run (not authorized), 60 by 9, 7 t. a. w., Texhoma and State Line (n. o.), 21.04 m.; apt. 30 by 9, 7 t. a. w., Texhoma and State Line (n. o.), 92.04 m. Route restated, covers 150099.	14	367.65	33,868.65
150092	Lampasas Junction (n. o.), Lampasas.	Chicago, Rock Island and Gulf Rwy. Co.	92.19						
150093	Denison, Sherman.								
150094	Texhoma, Okla., State Line (n. o.).								
150095	between Texas and N. M.								

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
	TEXAS—continued.		Miles.	Pounds.				Dollars.	Dollars.
150096	Houston, Smithville.	Missouri, Kansas and Texas Rwy. Co. of Texas.	115.04	2,658	32.71	r. p. o. run (not authorized), 60 by 9, 7 t. a. w., apt. 39 by 9, 7 t. a. w., Houston and Smithville, 114.87 m.	14	157.65	15,866.25
150097	Waco, Spring.	International and Great Northern R. R. Co.	177.36	724	18.59	apt. 21 by 9, 7 t. a. w., Waco and Spring, 177.20 m.; c. p. 7 t. a. w., Waco and Valley Junction, 76.72 m. Route restated, covers 150107.	10.02	78.53	13,041.28
150098	Vacant.								
150099	Bonham, Junction	Missouri, Kansas and Texas Rwy. Co. of Texas.	24.45	278	19.88	c. p. 13 t. a. w., Bonham and Junction (n. o.), 24.45 m. Route restated.	13	47.86	1,170.66
150100	(n. o.).	Houston and Texas Central R. R. Co.	5.18	106	14.76	c. p. 21 t. a. w., Hutchins and Lancaster, 5.18 m.	21	42.76	221.44
150101	Hutchins, Lancaster.								
150102	Vacant.								
	Sherman, Carrollton, Carrollton, Joint Track Crossing (n. o.).	St. Louis, San Francisco and Texas Rwy. Co.	54.93 24.45	1,829	21.97	r. p. o. run (not authorized), 60 by 9, 7 t. a. w., Sherman and Fort Worth, 55.83 m. Lap service 24.45 m. between Carrollton and Joint Track Crossing (n. o.) over route 150097 and 6.45 m. between Joint Track Crossing (n. o.) and Fort Worth over routes 150028 and 150073.	7	120.55 19.66	7,229.80
150103	Joint Track Crossing (n. o.), Fort Worth.		6.45					19.66	
150104	Vacant.								
150105	Oakhurst, Dodge.	Trinity Valley Southern R. R. Co.	6	38	12.14	c. p. 7 t. a. w., Oakhurst and Dodge, 6 m.	7	42.75	256.50
150106	Vacant.								
150107	Vacant.								
150108	Lufkin, Monterey.	St. Louis Southwestern Rwy. Co. of Texas.	22.06	49	12.70	c. p. 6 t. a. w., Lufkin and Monterey, 22.06 m.	6	42.75	943.06
150109	Vacant.								
150110	Vacant.								
150111	Fort Worth, Waco.	International and Great Northern R. R. Co.	98.52	615	21.16	apt. 21 by 9 (av.), 7 t. a. w., Fort Worth and Waco, 98.40 m.; c. p. 7 t. a. w., Fort Worth and Waco, 98.52 m.	14	68.40	6,738.76

150112	Nome, Sourlake.....	Texas and New Orleans R. Co.	7.37	273	12.90	c. p. 14 t. a. w., Nome and Sourlake, 7.37 m.	14	47.88	352.87
150113	Granger, Austin.....	Missouri, Kansas and Texas Rwy. Co. of Texas.	47.91	825	24.01	c. p. 14 t. a. w., Granger and Austin, 47.91 m.	14	77.80	8,727.89
150114	Navasota, Madisonville.	International and Great Northern R. Co.	44.95	546	10.18	apt. 20 by 10, 6 t. a. w., Navasota and Madisonville, 44.70 m.; c. p. 1 t. a. w., Navasota and Madisonville, 44.95 m.	7	65.83	2,959.06
150115	Vacant.								
150116	Bragg (n.o.), Saratoga.	Gulf, Colorado and Santa Fe Rwy. Co.	10.25	198	24.46	c. p. 14 t. a. w., Bragg (n.o.) and Saratoga, 10.25 m.	14	42.75	488.18
150117	Vacant.								
150118	Mexia, Cleburne.....	Trinity and Brazos Valley Rwy. Co.	78.52	262	17.27	apt. 21 by 9, 7 t. a. w., Mexia and Cleburne, 78.35 m.; c. p. 6 t. a. w., Mexia and Hubbard, 23.15 m.	8.76	47.02	3,692.01
150119	Vacant.								
150120	Sinton, Brownsville..	St. Louis, Brownsville and Mexico Rwy. Co.	162.65	781	19.61	apt. 10 by 8, 6 out, 11 by 9, 6 in. Sinton and Brownsville, 162.09 m.; c. p. 6 t. a. w., Harlingen and Brownsville, 25.28 m. Route restated, covers 160125.	6.98	76.09	12,376.03
150121	Dallas, Fort Worth...	Chicago, Rock Island and Gulf Rwy. Co.	34.68	1,320	26.17	c. p. 21 t. a. w., Dallas and Fort Worth, 34.68 m.	21	99.18	3,489.56
150122	Byers, Wichita Falls..	Wichita Falls and Oklahoma Rwy. Co.	28.12	65	20.58	apt. 15 by 9, 6 t. a. w., Byers and Wichita Falls, 22.80 m.	6	42.75	988.38
150123	Beaumont, Sourlake..	Beaumont, Sour Lake and Western Rwy. Co.	21.85	27	12.93	c. p. 7 t. a. w., Beaumont and Sourlake, 21.85 m.	7	42.75	994.08
150124	Vacant.								
150125	Vacant.								
150126	San Antonio, International Boundary (n.o.).	International and Great Northern R. Co.	153.88	11,156	23.75	apt. 31 by 9, 7 t. a. w., San Antonio and International Boundary (n.o.), 153.88 m. Formerly part of 150007.	7	235.98	36,312.60
150127	Waco, Gatesville.....	St. Louis Southwestern Rwy. Co. of Texas.	48	854	20.92	apt. 22 by 9, 7 t. a. w., Waco and Gatesville, 47.06 m. Formerly part of 150025.	7	78.66	3,775.68
150128	Henrietta, Wichita Falls.	Missouri, Kansas and Texas Rwy. Co. of Texas.	18.43	989	20.44	apt. 15 by 9, 14 out, 7 in, 16 by 9, 7 in, Henrietta and Wichita Falls, 17.89 m. Formerly part of 150022.	14	84.64	1,559.91
150129	Harlingen, Sanfordyce.	St. Louis, Brownsville and Mexico Rwy. Co.	52.53	262	17.90	c. p. 6 t. a. w., Harlingen and Sanfordyce, 52.53 m.	6	47.03	2,470.48
150130	Corpus Christi, Robstown.	.....do.....	17.46	40	20.52	c. p. 12 t. a. w., Corpus Christi and Robstown, 17.46 m. Lap service over route 150016, on which the average daily weight is 140 pounds. New; from July 1, 1906.	12	.....	.....
150131	McCauley, Sweetwater.	Kansas City, Mexico and Orient Rwy. Co. of Texas.	27.27	89	13.52	c. p. 6 t. a. w., McCauley and Sweetwater, 27.27 m.	6	42.75	1,165.79
150132	Houston, G. H. & S. A. Connection at Rosenberg (n.o.).	Gulf, Colorado and Santa Fe Rwy. Co.	35.76	2,282	30.63	apt. 30 by 9, 7 t. a. w., Houston and G. H. & S. A. Connection at Rosenberg (n.o.), 35.76 m. Lap service over route 150002.	7	24.79	886.49
150133	Vacant.								
150134	Calvert Junction (n.o.), Calvert.	International and Great Northern R. Co.	4.91	97	18.19	apt. 21 by 9, 14 t. a. w., Calvert Junction (n.o.) and Calvert, 4.70 m. Formerly part of route 150097.	14	42.75	209.90

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Dollars.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>					<i>Dollars.</i>	<i>Dollars.</i>
	INDIAN TERRITORY.									
158001	Atoka, Ind. T., Oklahoma, Okla.	Missouri, Kansas and Texas Rwy. Co.	131.91	531	25.93	apt. 30 by 9, 7 t. a. w., Atoka and Oklahoma, 131.79 m.; c. p. 14 t. a. w., Atoka and Coalgate, 14.18 m. Route restated.	8.50	64.98	8,571.51	
158002	Seneca, Mo., Sapulpa, Ind. T.	St. Louis and San Francisco R. Co.	112.87	29,279	27.83	r. p. o. authorized, 1.1, 40 ft. and 1.1, 60 ft., Atoka and Vinita, and 2.1, 40 ft. and 2.1, 60 ft., Seneca, Mo., and 1.1, 60 ft. and 1.1, 60 ft., Seneca and Sapulpa. Cars run: 50 by 9, 7 t. a. w., 60 by 9, 14 t. a. w., 14 t. a. w., Seneca and Afion, 22.70 m., 50 by 9 and 60 by 9 each 14 t. a. w., thence to Vinita, 11.60 m., and 50 by 9, 14 t. a. w., 60 by 9, 7 t. a. w., thence to Sapulpa, 78.10 m.; apt. 30 by 9, 7 t. a. w., Seneca, Mo., and Tulsa, Ind. T., 98.10 m., 30 by 9, 26 by 9, and 25 by 9 each 7 t. a. w., thence to A. V. & W. Junction, 2.10 m., and 30 by 9, 7 t. a. w., thence to Sapulpa, 12.20 m.; r. p. o. car pay \$5,910 per annum, \$50 per m. for 100.80 m. and \$75 per m. for 11.60 m.	14	87.21	6,599.18	
158003	Havana, Kans., Tulsa, Ind. T.	Atchison, Topeka and Santa Fe Rwy. Co.	75.67	1,040	22.95	Route restated.				
158004	Sapulpa, Ind. T., Denison, Tex.	St. Louis and San Francisco R. Co.	197.50	5,355	24.74	r. p. o. authorized, 1.1, 40 ft., Sapulpa, Ind. T., and Denison, Tex. Cars run: 60 by 9, 7 t. a. w., Sapulpa and Sherman, 206.60 m.; apt. 30 by 9, 7 t. a. w., Sapulpa, Ind. T., and Denison, Tex., 197.30 m.; c. p. 7 t. a. w., Denison and Sherman, 9.30 m. Lap service, Denison and Sherman, Tex., 9.30 m.; over route 150003; r. p. o. car pay \$4,932.50 per annum, \$25 per m. for 197.30 m.	14	174.42	84,980.74	
158005	Fort Smith, Ark., Coffeyville, Kans.	St. Louis Iron Mountain and Southern Rwy. Co.	164.60	2,139	25.63	apt. 30 by 9, 14 t. a. w., Fort Smith and Coffeyville, 163.89 m.	14	129.96	21,891.41	
158006	Wister, Ind. T., Oklahoma, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	184.94	6,507	24.94	apt. 25 by 10, 7 out, 25 by 9, 7 in, 30 by 9, 14 t. a. w., Wister and Halleyville, 51.45 m., 25 by 10, 7 out, 25 by 9, 7 in, 26 by 9, 7 t. a. w., 30 by 9, 14 t. a. w., thence to South McAlester, 13.22 m., 25 by 10, 7 out, 25 by 9, 7 in, 30 by 9, 14 t. a. w., thence to Oklahoma, 117.61 m.; p. 12 t. a. w., Tecumseh Junction (n. o.) and Shawnee, 2.58 m. Route restated.	21.66	186.80	84,470.96	
158007	Baxter Springs, Kans., Afion, Ind. T.	St. Louis and San Francisco R. Co.	28.95	5,886	30.88	r. p. o. authorized, 1.1, 40 ft., Baxter Springs, Kans., and Afion, Ind. T. Cars run: 50 by 9, 7 t. a. w., Baxter Springs and Afion, 27.78 m.; c. p. 7 out, 14 in, Baxter Springs and Afion, 28.35 m.; r. p. o. car pay \$635.25 per annum, \$25 per m. for 27.78 m.	17.50	180.40	5,222.58	
158008	Monett, Mo., Paris, Tex.	.....do.....	302.87	9,909	25.44	r. p. o. authorized, 1.1, 40 ft., Monett, Mo., and Paris, Tex. Cars run: 50 by 9, 7 t. a. w., Monett and Paris, 301.90 m.; apt. 30 by 9, 14 out, 7	18.63	223.15	67,585.44	

158009	Purcell, Ind. T., Fort Worth, Tex.	Gulf, Colorado and Santa Fe Rwy. Co.	171.78	3,900	26.67	18.25	154.75	26,582.95
158010	Sedalia, Mo., Denison, Tex.	Missouri, Kansas and Texas Rwy. Co.	438.70	25,546	29.85	27.93	389.88	160,090.95
158011	Siloam Springs, Ark., Fort Arthur, Tex.	Kansas City Southern Rwy. Co.	559.51	2,843	22.60	14.83	140.22	78,454.49
158012	Fort Smith, Ark., Spiro, Ind. T., Coal Creek Junction (n. o.), Coal Creek Junction (n. o.), Ind. T., Guthrie, Okla.	Fort Smith and Western R. Co.	16.20 4.10 197.18	619	24.08	14	26.50 8.55 68.40	13,951.46
158013	Pauls Valley, Lindsey.	Atchison, Topeka and Santa Fe Rwy. Co.	24.41	415	21.72	13	57.28	1,398.20
158014	Halleyville, Ardmore.	Chicago, Rock Island and Pacific Rwy. Co.	117.81	542	24.57	7	65.83	7,755.43
158015	Fayetteville, Ark., Okmulgee, Ind. T.	St. Louis and San Francisco R. Co.	144.21	729	22.31	8.92	78.53	10,603.76
158016	Parsons, Kans., Oklahoma, Okla.	Missouri, Kansas and Texas Rwy. Co.	207.55	1,716	24.84	16.06	115.42	23,955.42
158017	Scullin, Sulphur.....	St. Louis and San Francisco R. Co.	9.10	282	13.10	14	47.88	485.70
158018	Wybark, Ind. T., Osage, Okla.	Missouri, Kansas and Texas Rwy. Co.	79.23	399	24.30	7	56.43	4,470.94

in, 31 by 9, 7 in, Monett, Mo., and Fayetteville, Ark., 70.50 m.; 30 by 9, 14 out, 7 in, 31 by 9, 7 in, 12 by 7, 6 t. a. w., thence to Vale, 1.90 m.; 30 by 9, 14 out, 7 in, 31 by 9, 7 in, thence to Fort Smith, 61.10 m.; 30 by 9, 7 t. a. w., 25 by 10, 7 out, 25 by 9, 7 in, 12 by 7, 13 t. a. w., thence to Jenson, 13.90 m.; 30 by 9, 7 t. a. w., 25 by 10, 7 out, 25 by 9, 7 in, thence to Wister, Ind. T., 23.70 m., and 30 by 9, 7 t. a. w., thence to Paris, Tex., 130.80 m.; c. p. 8 t. a. w., Fort Smith and Jenson, Ark., 13.90 m.; r. p. o. car pay \$7,547.50 per annum, \$25 per m. for 301.90 m.

r. p. o. 60 by 9, 7 t. a. w., Purcell and Fort Worth, 171.53 m., not authorized; apt. 30 by 9, 7 t. a. w., Purcell and Fort Worth, 171.53 m.; c. p. 7 t. a. w., Ardmore, Ind. T., and Fort Worth, Tex., 104.45 m.; r. p. o. authorized, 1,140 ft., Scott Junction (n. o.) and Parsons, Kans.; 21,40 ft. and 1,150 ft., Parsons and Vinita, Ind. T., and 21,40 ft., 1,150 ft. and 1,60 ft., Vinita to Denison, Tex. Cars run: 55 by 9 and 60 by 9 each, 7 t. a. w., Sedalia, Mo., and Parsons, Kans., 153.53 m.; 55 by 9, 14 t. a. w., and 60 by 9, 7 t. a. w., thence to Vinita, Ind. T., 51.79 m.; apt. 22 by 9, 6 t. a. w., 30 by 9, 7 t. a. w., Sedalia and Tex., 222 m.; apt. 22 by 9, 6 t. a. w., 30 by 9, 7 t. a. w., Sedalia and Rodehorst, Mo., 16.77 m.; 30 by 9, 7 t. a. w., thence to Parsons, Kans., 142.76 m.; 17 by 9, 7 out, 18 by 9, 7 in, thence to Mineral Junction, 8.93 m.; no apartment thence to Wybark, Ind. T., 103.24 m.; 17 by 9, 7 t. a. w., thence to Muscogee, 4.79 m.; no apartment thence to Denison, Tex., 156.83 m.; c. p. 7 t. a. w., Walker and Nevada, 7.80 m.; 14 t. a. w., Parsons and Mineral Junction, 8.93 m.; 7 t. a. w., thence to Vinita, 42.89 m.; 7 out, 0 in, thence to Denison, Tex., 222 m.; r. p. o. car pay \$81,420.35 per annum, \$25 per m. for 49.17 m., \$80 per m. for 51.79 m., and \$116 per m. for 222 m.

apt. 30 by 9 and 31 by 9 each, 7 t. a. w., Siloam Springs and Fort Arthur, 588.54 m.; c. p. 7 t. a. w., Spiro and Heavenier, Ind. T., 26.43 m.; 14 t. a. w., Beaumont and Fort Arthur, Tex., 20.03 m.

(apt. 18 by 9 and 22 by 9 each, 7 t. a. w., Fort Smith, Ark., and Weleeta, Ind. T., 113.50 m.; 18 by 9, 7 t. a. w., thence to Guthrie, Okla., 98.80 m.; c. p. 7 t. a. w., Weleeta and Guthrie, 98.98 m. Lep serv-ice, Fort Smith, Ark., and Spiro, Ind. T., 16.20 m., over route 147019; Spiro and Coal Creek Junction (n. o.), Ind. T., 4.10 m., over route 158011. Route restated.

apt. 20 by 9, 7 out, 21 by 9, 7 in, Pauls Valley and Lindsey, 23.90 m.; c. p. 6 t. a. w., Pauls Valley and Lindsey, 24.41 m.

apt. 26 by 9, 7 t. a. w., Halleyville and Ardmore, 117.50 m.....

apt. 25 by 9 (av.), 7 t. a. w., Fayetteville, Ark., and Muscogee, Ind. T., 103.90 m.; 14 t. a. w., thence to Okmulgee, 39.10 m. Route restated.

apt. 18 by 9, 7 t. a. w., 30 by 9, 7 out, and 21 by 9, 7 in, Parsons, Kans., and Oklahoma, Okla., 207.55 m.; c. p. 7 t. a. w., Parsons, Kans., and Bartlesville, Ind. T., 61.94 m. Route restated.

c. p. 14 t. a. w., Scullin and Sulphur, 9.10 m.....

apt. 16 by 9, 7 t. a. w., Wybark and Osage, 79.11 m. Route restated....

154006	Hutchinson, Kans., Ponca, Okla.	.....do.....	145.29	657	20.93	apt. 19 by 9, 6 t. a. w., Hutchinson and Blackwell, 129.39 m.; c. p. 0 out, 6 in, Mauchester and Medford, 21.52 m., 6 t. a. w., thence to Blackwell, 25.61 m., 13 t. a. w., thence to Ponca, 15.90 m. apt. 30 by 9, 7 t. a. w., Chickasha and Mangum, 97.57 m.; c. p. 7 t. a. w., Chickasha and Mangum, 98.76 m.	8.26	70.11	10,156.23
154007	Chickasha, Ind. T., Mangum, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	98.76	1,797	25.37		14	118.85	11,737.62
154008	Vacant	Atchison, Topeka and Santa Fe Rwy. Co.	42.98	611	12		13	68.40	2,986.41
154009	Wellington, Kans., Tonkawa, Okla.	St. Louis and San Francisco R. Co.	184.97	1,697	23.66		10.42	114.57	21,192.01
154010	Okla. homa, Okla., Quanah, Tex.	Chicago, Rock Island and Pacific Rwy. Co.	225.02	9,157	27.21		20.04	214.60	48,289.29
154011	Caldwell, Kans., Ter- ral, Ind. T.	.....do.....	25.55	324	12.96		6	51.30	1,922.01
154012	Billings, North End.	.....do.....	134.16	1,166	23.50		10.77	92.34	12,888.33
154013	Newark, Guthrie	Atchison, Topeka and Santa Fe Rwy. Co.							
154014	Seward, Cashion	.....do.....	11.30	67	16.86		6	42.75	433.07
154015	Guthrie, Seward	Chicago, Rock Island and Pacific Rwy. Co.	10.04	157	19.91		7	1.71	735.10
154016	Cashion, Kingfisher	.....do.....	10.75	1,350	22.05		7	42.75	6,862.74
154017	Enid, Choctaw Junc- tion (n. o.). Alva, Geary	.....do.....	68.60	787	24.81		6.66	100.04	7,943.79
154018	Enid, Okla., Vernon, Tex.	St. Louis and San Francisco R. Co.	204.61	1,592	23.10		7	76.09	22,566.43
154019	Liberal, Kans., Tex- homa, Okla.	Chicago, Rock Island and Pacific Rwy. Co.	60.69	24,139	30.94		14	110.29	22,779.38
154020	Bridgeport, Waurika	.....do.....	115.02	1,301	19.95		7	875.34	11,309.91
154021	Vacant.	.....do.....	163.20	3,841	25.01		14.57	98.83	25,116.48
154022	Okla. homa, Texola	.....do.....						153.90	
154023	Anthony, Kans., In- gersoll, Okla.	.....do.....	33.46	320	18.66		6	51.30	1,716.49
154024	Vacant.	.....do.....							
154025	Vacant.	.....do.....							
154026	Vacant.	.....do.....							
154027	Vacant.	.....do.....							
154028	Enid, Guthrie	Denver, Enid and Gulf R. R. Co.	56.04	779	25.24		14	76.24	4,216.44
154029	Ripley, Cushing	Atchison, Topeka and Santa Fe Rwy. Co.	11.10	608	25.16		7	68.40	769.24
154030	Vacant.	.....do.....							

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
154081	OKLAHOMA—cont'd.								
154081	Carmen, Oakwood....	Kansas City, Mexico and Orient Rwy. Co.	50.78	372	15	apt. 30 by 9, 7 t. a. w., Carmen and Oakwood, 50.40 m.....	7	54.72	2,778.68
154082	Vacant.								
154083	Chandler, Guthrie....	Chicago, Rock Island and Pacific Rwy. Co.	38.94	396	20	apt. 14 by 7, 7 t. a. w., Chandler and Guthrie, 37.88 m.....	7	56.43	2,191.74
154084	Cushing, Shawnee....	Atchison, Topeka and Santa Fe Rwy. Co.	50.35	452	23	apt. 21 by 9, 7 out, 20 by 9, 7 in, Cushing and Shawnee, 49.65 m.....	7	60.70	3,066.24
154085	Shawnee, Okla., Pauls Valley, Ind. T.	do	52.68	448	15	apt. 20 by 9, 7 out, 21 by 9, 7 in, Shawnee and Pauls Valley, 52.06 m.; c. p. 6 t. a. w., Shawnee and Pauls Valley, 52.68 m.	13	59.85	3,152.89
154086	Guthrie, Elreno.....	St. Louis, El Reno and Western Rwy. Co.	41.91	210	19	c. p. 12 t. a. w., Guthrie and Elreno, 41.91 m.....	12	42.75	1,791.65
154087	Enid, Avard.....	St. Louis and San Francisco R. Co.	57.85	1,084	22	apt. 12 by 7, 7 t. a. w., Enid and Avard, 57 m.; c. p. 6 t. a. w., Enid and Avard, 57.85 m.	13	88.92	5,144.02
154088	Falls, Guthrie.....	Missouri, Kansas and Texas Rwy. Co.	28.95	474	21	c. p. 14 t. a. w., Falls and Meridian, 10.47 m., 14 out, 21 in, thence to Guthrie, 13.48 m.	15.96	61.56	1,474.36
154089	Nashville, Enid.....	Denver, Enid and Gulf R. Co.	22.07	259	21	apt. 25 by 9, 7 t. a. w., Nashville and Enid, 21.35 m.....	7	46.17	1,018.97
154040	Esau Junction (n. o.), Cushing.	Atchison, Topeka and Santa Fe Rwy. Co.	28.56	51	10	c. p. 6 t. a. w., Esau Junction (n. o.) and Cushing, 28.56 m.....	6	42.75	1,220.94
154041	Nashville, Cherokee..	Denver, Enid and Gulf R. Co.	20.81			Not weighed; apt by agreement to June 30, 1910.....	6		889.62
155001	KANSAS. Kansas City, Mo., Denver, Colo.	Union Pacific R. Co.	640.34	17,567	32	r. p. o. authorized, 1.60 ft., 1.50 ft., and 1.40 ft., Kansas City, Mo., and Ellis, Kans.; 1.50 ft., 1.50 ft., thence to Denver, Colo.; r. p. o. cars run; 60 by 9 and 50 by 9, each 7 t. a. w., Kansas City, Mo., and Ellis, Kans., 302.72 m.; 60 by 9 and 50 by 9, each 7 t. a. w., thence to Denver, Colo., 337.04 m.; apt. 25 by 9, 6 t. a. w., 17 by 9, 7 t. a. w., Kansas City, Mo., and Junction City, Kans., 138.84 m.; 25 by 9, 6 t. a. w., thence to Salina, 46.85 m.; c. p. 6 t. a. w., Salina and Bavaria, 8.43 m.; r. p. o. car pay, \$3,627.50 per annum, being \$77.50 per m. on 302.72 m., and \$45 per m. on 337.04 m.	17.83	305.23	196,450.97
155002	Lawrence, Leavenworth.	do	84.36	174	21	apt. 21 by 9, 6 t. a. w., Lawrence and Leavenworth, 34.36 m.....	6	42.75	1,468.89
155003	Atchison, Waterville..	Central Branch Rwy. Co.	100.70	8,113	23	apt. 30 by 9, 7 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, Atchison and Waterville, 100 m.	14	203.49	20,491.44

155004	Lawrence, north line ceded lands, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	90.54	5,708	25.65	18.90	142.27	21,950.96
155005	North line Osage ceded lands, Kan- sas, Coffeyville	do	51	2,923	22.59	113.58	177.84	
155006	Cherryvale, Wellin- gton	do	101.12	7,539	20.76	14.61	141.07	16,015.67
	Holiday Junction (n. o.), Gridley	do	101.12			17.12	197.50	19,971.20
155007	St. Joseph, Mo., Has- tings, Nebr., Grand Island, Nebr.	St. Joseph and Grand Island Rwy. Co.	227	3,836	24.90	14.77	123.12	31,808.05
155008	Kansas City, Mo., Port Scott, Kans.	St. Louis and San Francisco R. R. Co.	98.66	33,969	30.86	30.98	480.51	47,407.11
155009	Junction City, north line Osage ceded lands, Kansas.	Missouri, Kansas and Texas Rwy. Co.	125.98	942	21.13	7.98	66.84	10,961.51
155010	North line Osage ceded lands, Kan- sas, Parsons.	do	31.40	47,784	34.12	86.17	82.93	305,567.65
	Kansas City, Mo., To- peka, Kans.	Atchison, Topeka and Santa Fe Rwy. Co.	66.48				627.57	
	Topeka, Kans., State Line (n. o.), La Junta, Colo.	do	420.44				502.07	
		do	84.11				627.57	

(apt. 15 by 9, 12 t. a. w., Lawrence and Ottawa, 27.11 m.; 30 by 9, 20 t. a. w., thence to Iola, 51.58 m.; 30 by 9, 20 t. a. w., 25 by 9, 7 t. a. w., thence to Chanute, 16.91 m.; 30 by 9, 14 t. a. w., 25 by 9, 7 t. a. w., thence to Cherryvale, 29.28 m.; c. p. 14 t. a. w., Cherryvale and Coffeyville, 16.66 m. Land grant: Lawrence to north line Osage ceded lands, Kansas, 90.54 m.)

(apt. 30 by 9, 14 t. a. w., 25 by 9, 7 t. a. w., Cherryvale and Independ-
ence, 9.72 m.; 30 by 9, 14 t. a. w., thence to Wellington, 103.62 m.; r. p. o. cars authorized, 1.40 ft., Holiday Junction (n. o.) and North
Ottawa (n. o.), Kans.; r. p. o. cars run, 60 by 9, 7 out, Holiday Junc-
tion (n. o.), Kans.; r. p. o. cars run, 60 by 9, 14 t. a. w., 21 by 9, 6
t. a. w., Holiday Junction (n. o.) and Ottawa, 45.04 m.; 15 by 9, 6
t. a. w., thence to Burlington, 45.65 m.; c. p. 9 t. a. w., Ottawa and
Burlington, 58.65 m.; 12 t. a. w., thence to Gridley, 10.43 m.; r. p. o.
car pay, \$36.50 per annum, being \$12.50 per m. for 4.04 m., Nebr.;
apt. 30 by 9, 14 t. a. w., St. Joseph, Mo., and Grand Island, Nebr.,
252.08 m.; c. p. 6 out, St. Joseph, Mo., and Severance, Kans., 24.48
m., 6 in, Carden and Maryvale, 4.18 m.; 6 out, Hanover and End-
cott, 18.91 m.; 12 out, 6 in, thence to Fairburg, Nebr., 5.86 m. Land
grant: St. Joseph, Mo., and Hastings, Nebr., 227 m.)

(apt. 30 by 9, 14 t. a. w., Kansas City, Mo., and Fort Scott, Kans.,
and Fort Scott, Kans.; r. p. o. cars run, 60 by 9, 14 t. a. w., 50 by 9, 7
t. a. w., Kansas City, Mo., and Fort Scott, Kans., 98.66 m.; apt. 30 by 9,
7 t. a. w., 25 by 9, 13 t. a. w., Kansas City and Olathe, 20.44 m.; 30 by 9,
7 t. a. w., thence to Fort Scott, 78.22 m.; c. p. 6 t. a. w., Pleasanton and
Linton, 4.80 m. Route restored; r. p. o. car pay, \$11,346.90 per annum,
being \$115 per m. for 98.66 m.)

(apt. 18 by 9, 7 out, 16 by 9, 7 in, Junction City and Piqua, 112.56 m.; 20
by 9, 7 out, 18 by 9, 7 out, 16 by 9, 7 in, thence to Parsons, 44.20 m.
Land grant: Junction City to north line Osage ceded lands, Kansas,
125.98 m.)

(r. p. o. cars authorized, 2.1.60 ft., 2.1.40 ft., Kansas City, Mo., and Hollid-
ay, Kans.; 2.1.60 ft., 1.40 ft., thence to Emporia; 2.1.60 ft., 2.1.40 ft.,
thence to Newton; 2.1.60 ft., thence to Hutchinson, and 2.1.60 ft.,
Kinsley, Kans., to La Junta, Colo.; r. p. o. cars run, 60 by 9, 28 t. a. w.,
Kansas City, Mo., and Holiday, Kans., 13.34 m.; 21 out, 28 in, thence
to Emporia, 114.58 m.; 28 t. a. w., thence to Newton, 73.10 m.; 21 t. a. w.,
thence to Hutchinson, 33.08 m.; 7 in, thence to Kinsley, 98.30 m.; 21
t. a. w., thence to La Junta, Colo., 238.47 m.; apt. 30 by 9, 21 t. a. w., 21
by 9, 6 t. a. w., Kansas City, Mo., and Holiday, Kans., 13.34 m.; 30 by
9, 7 t. a. w., thence to Newton, 187.68 m.; 21 out, 14 in, thence to
Hutchinson, 33.08 m.; 14 t. a. w., thence to Kinsley, 98.30 m.; 21 out,
14 in, thence to Dodge City, 36.06 m.; c. p. 28 out, 21 in, Kansas City,
Mo., and Argentine, Kans., 4.56 m., 28 out, 14 in, thence to Topeka,
61.92 m.; 21 out, 7 in, thence to Emporia, 61.44 m.; 14 out, 7 in, thence
to Newton, 73.10 m.; and 14 out, 7 in, Dodge City, Kans., and La
Junta, Colo., 202.57 m. Land grant: Topeka, Kans., to State Line
(n. o.), 420.44 m.; r. p. o. car pay, \$55,875.75 per annum, being \$150 per
m. for 86.44 m.; \$137.50 per m. for 114.58 m., and \$100 per m. for
271.55 m.)

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and terminal.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
155011	KANSAS—continued. Newton, Arkansas City.	Atchison, Topeka and Santa Fe Rwy. Co..	79.22	16,289	25.61	r. p. o. cars authorized, 21.40 ft. Newton and Arkansas City, Kans.; r. p. o. cars run, 60 by 10, and 60 by 9, each 7 t. a. w., Newton and Arkansas City, 78.37 m.; apt. 30 by 9, 14 t. a. w., Newton and Wichita, 27.10 m.; 30 by 9, 21 t. a. w., 20 by 9, 6 out, 21 by 9, 6 in, thence to Mulvane, 15.65 m.; 30 by 9, 7 t. a. w., thence to Winfield Junction (n. o.), 21.63 m.; 30 by 9, 35 t. a. w., 20 by 9, 7 t. a. w., thence to South Winfield Station, 1.20 m.; 30 by 9, and 20 by 9, each 7 t. a. w., thence Arkansas City, 12.79 m.; c. p. 7 out, 14 in, Newton and Wichita, 27.52 m.; r. p. o. car pay \$3,918.50 per annum, being \$50 per m. for 78.37 m.	32.72	291.66	23,086.59
155012	Atchison, Kans., Lincoln, Nebr.	Chicago, Burlington and Quincy Rwy. Co.	149.02	11,528	28	r. p. o. cars authorized, 11.40 ft. Rulo and Lincoln, Nebr.; r. p. o. cars run, 51 by 9, 7 t. a. w., Rulo and Lincoln, Nebr., 102.60 m.; apt. 14 by 7, 6 t. a. w., Atchison, Kans., and Rulo, Nebr., 45.90 m.; 51 by 9, 40 by 9, and 30 by 9, each 7 t. a. w., thence to Table Rock, 39.40 m.; 51 by 9, 7 t. a. w., thence to Lincoln, 63.20 m., c. p. 6 in, White Cloud, Kans., and Table Rock, Nebr., 50.40 m.; 6 out, thence to Lincoln, 63.20 m.; r. p. o. car pay \$2,565 per annum, being \$25 per m. for 102.60 m.	17.49	240.25	35,802.05
155013	Leavenworth, Miltonvale.	Leavenworth, Kansas and Western Rwy. Co.	165.98	632	11.64	apt. 15 by 9, 6 t. a. w., Leavenworth and Miltonvale, 165.82 m.; c. p. 6 t. a. w., Leavenworth and Olsburg, 109.46 m.	9.96	69.25	11,494.11
155014	Blaine, Westmoreland.	Kansas Southern and Gulf R. R. Co.	8.91	97	11.22	c. p. 7 t. a. w., Blaine and Westmoreland, 8.91 m.	7	42.75	380.90
155015	Junction City, Concordia.	Union Pacific R. R. Co.	71.37	869	17	apt. 17 by 9, 6 t. a. w., Junction City and Concordia, 70.55 m.; c. p. 6 t. a. w., Junction City and Clay Center, 33.89 m.; 6 out, thence to Concordia, 37.48 m.	10.42	79.51	5,674.62
155016	Wichita, Kans., Carmen, Okla.	Kansas City, Mexico and Orient Rwy. Co.	106.45	1,295	26	apt. 30 by 9, 7 t. a. w., Wichita, Kans., and Carmen, Okla., 106.06 m. Route restated.	7	94.05	10,011.62
155017	Florence, Winfield.	Atchison, Topeka and Santa Fe Rwy. Co.	74.40	849	21.77	apt. 29 by 9, 7 t. a. w., Florence and Winfield, 74.14 m.; c. p. 7 out, 6 in, Florence and Douglas, 54.14 m.; 6 in, thence to Winfield, 30.36 m.	12.54	78.66	5,852.80
155018	Kansas City, Mo., Paola Station (n. o.), Kans.	Missouri, Kansas and Texas Rwy. Co.	43.06	18,564	35.60	r. p. o. cars authorized, 11.50 ft., 1 l. o. cars run, 55 by 9, 7 t. a. w., Kansas City, Mo., and Paola Station (n. o.), Kans., 43.06 m., and 1 l. 50 ft. between said points, the same being diverted from route 155010.	21	198.86	8,541.88

155019	Carl Junction, Mo., Wichita, Kans.	St. Louis and San Fran- cisco R. R. Co.	178.08	5,708	26.25	15.65	177.84	31,669.74
155020	Girard, Kans., Joplin, Mo.	.....do.....	38.70	2,877	22.54	20.07	140.22	5,428.51
155021	Waterville, Washing- ton.	Central Branch Rwy. Co.	20.63	4,404	18.82	16.53	162.45	3,351.84
155022	Greenleaf, Downs	.....do.....	95.05	4,928	21.75	15.23	169.29	16,091.01
155023	Emporia, Moline	Atchison, Topeka and Santa Fe Rwy. Co.	34.38	575	17.62	13.67	66.69	5,627.30
155024	Cherryvale, Arcadia.	St. Louis and San Fran- cisco R. R. Co.	74.18	989	21.87	14.58	84.64	6,278.59
155025	Solomon, Beloit	Union Pacific R. R. Co.	57.93	1,141	15.71	12	91.48	5,290.43
155026	Atchison, Topeka	Atchison, Topeka and Santa Fe Rwy. Co.	51.04	2,170	25.34	15.04	103.96	5,306.11
155027	Yuma (n. o.), War- wick.	Central Branch Rwy. Co.	30.68	179	14.44	6	42.75	1,311.57
155028	Salina, McPherson	Union Pacific R. R. Co.	35.48	514	18.28	12	64.12	2,339.09
155029	Downs, Alton	Central Branch Rwy. Co.	23.79	1,321	23.79	7	99.18	2,359.49
155030	Florence, Ellinwood	Atchison, Topeka and Santa Fe Rwy. Co.	98.12	792	27.05	7	76.09	7,542.04
155031	Oswatimie, Dearing.	Missouri Pacific Rwy. Co.	131.75	5,072	27.28	21	171.00	22,529.25
155032	Jamestown, Burroak.	Central Branch Rwy. Co.	33.82	425	11.04	12	53.14	1,966.29
155033	Mineral Junction (n. o.), Kans., Jop- lin, Mo.	Missouri, Kansas and Texas Rwy. Co.	45.78	602	28.06	14	68.40	3,131.35
155034	Burlingame, Alma	Atchison, Topeka and Santa Fe Rwy. Co.	34.69	274	15.47	6	47.88	1,660.95
155035	Mulvane, Wellington	.....do.....	18.08	7,802	27.05	14	200.92	3,622.58

July 1, 1906: apt. 39 by 9, 7 out, 34 by 9, 7 in, 20 by 9, 7 t. a. w., Kan-
sas City and Paola Station (n. o.), 43.06 m. Lap service over route
155008: r. p. o. car pay \$2,798.90 per annum, being \$65 per m. for
43.06 m.

apt. 30 by 9, 7 t. a. w., Carl Junction and Columbus, 15.91 m.; 21 t. a. w.,
thence to Neodesha, 58.08 m.; 14 t. a. w., thence to Wichita, 103.92 m.
apt. 50 by 9, and 25 by 9, each 7 t. a. w., Girard and Pittsburg, 10.46 m.;
30 by 9, 7 t. a. w., thence to Joplin, Mo., 27.85 m.; c. p. 14 t. a. w.,
Girard and Pittsburg, 10.46 m.; 14 out, 7 in, thence to Carl Junction,
18.99 m.; 7 out, 13 in, thence to J. & G. Junction, 7.36 m.; 7 t. a. w.,
thence to Joplin, 1.89 m.

apt. 30 by 9, 7 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, Waterville and
Greenleaf, 13 m.; c. p. 21 t. a. w., Greenleaf and Washington, 7.48 m.
apt. 30 by 9, 7 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, Greenleaf and Con-
cordia, 41.70 m.; 30 by 9, 7 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, 60 by
9, 6 out, 15 by 9, 6 in, thence to Yuma, 4.90 m.; 30 by 9, 7 t. a. w., 22
9, 7 out, 23 by 9, 7 in, thence to Downs, 48.30 m.; c. p. 6 out, Concor-
dia and Beloit, 29.20 m. Route restated.

apt. 12 by 7, 13 t. a. w., Emporia and Madison, 20.15 m.; 6 t. a. w.,
thence to Moline, 64.12 m.; c. p. 6 t. a. w., Emporia and Moline,
84.38 m.

apt. 25 by 9, 14 t. a. w., Cherryvale and Weir Junction, 45.18 m.; 7 out,
14 in, thence to Kramer Junction, 3.69 m.; 50 by 9, 7 t. a. w., 25 by
9, 21 t. a. w., thence to Pittsburg, 3.23 m.; 25 by 9, 14 t. a. w., thence
to Arcadia, 21.51 m.; c. p. 7 out, Kramer Junction and Pittsburg,
3.23 m.

apt. 17 by 9, 6 out, 25 by 9, 6 in, 20 by 9, 6 t. a. w., Solomon and Beloit,
57.36 m.

apt. 21 by 9, 14 t. a. w., Atchison and Topeka, 50.54 m.; c. p. 6 t. a. w.,
Atchison and Hawthorn, 8.91 m. Land grant.

apt. 60 by 9, 6 out, 15 by 9, 6 in, Yuma (n. o.) and Warwick, 30.59 m.

apt. 17 by 7, 12 t. a. w., Salina and McPherson, 35.47 m.

apt. 30 by 9, 7 t. a. w., Downs and Alton, 23.30 m.

apt. 13 by 9, 7 t. a. w., Florence and Ellinwood, 98.72 m.

apt. 30 by 9, 14 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, Oswatimie and
Yates Center, 67.39 m.; 30 by 9, 7 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in,
thence to Dearing, 64.28 m.; c. p. 7 t. a. w., Yates Center and Dear-
ing, 64.82 m.

apt. 11 by 7, 12 t. a. w., Jamestown and Burroak, 33.40 m.

apt. 17 by 9, 7 out, 18 by 9, 7 in, Mineral Junction (n. o.) and Joplin,
46.14 m.; c. p. 7 t. a. w., Mineral Junction (n. o.) and Joplin, 46.78 m.

c. p. 6 t. a. w., Burlingame and Alma, 34.69 m.

apt. 30 by 9, 14 t. a. w., Mulvane and Wellington, 17.90 m.

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.			17.60	Dollars. 186.80	Dollars. 33,364.16
155086	KANSAS—continued. Fort Scott, Kiowa.....	Kansas and Colorado Pacific Rwy. Co.	243.89	2,645	25.07	apt. 30 by 9, 23 by 9, each 7 t. a. w., Fort Scott and Yates Center, 63.84 m.; 30 by 9, 14 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, thence to Wichita, 97.80 m.; 30 by 9, 7 t. a. w., 25 by 9, 7 t. a. w., 20 by 9, 7 out, 24 by 7, 7 in, thence to Conway Springs, 27.80 m.; 30 by 9, 25 by 9, each 7 t. a. w., thence to Kiowa, 57.97 m.			
155087	Vacant.						6	43.73	2,238.16
155088	Leavenworth, Meriden Junction (n.o.)	Leavenworth and Topeka Rwy. Co.	45	287	18.07	apt. 10 by 9, 6 t. a. w., Leavenworth and Meriden Junction (n. o.) 45.83 m.			
155089	Pittsburg, Upola.....	Atchison, Topeka and Santa Fe Rwy. Co.	98.00	372	23.12	apt. 17 by 9, 14 t. a. w., Pittsburg and Chanute, 54.08 m.; 12 by 7, 7 t. a. w., thence to Benedict, 17.34 m.; c. p. 6 t. a. w., Chanute and Fredonia, 25.54 m.; 6 t. a. w., thence to Upola, 13.88 m. Route restated.	11.95	54.72	5,088.96
155090	Atchison, Kans., Gilmore Junction (n.o.), Nebr.	Missouri Pacific Rwy. Co.	142.88	4,455	24.68	apt. 30 by 9, 14 out, 7 in, 25 by 9, 7 in, 26 by 9, 6 t. a. w., Atchison and Falls City, 54.35 m.; 30 by 9, 14 out, 7 in, 25 by 9, 7 in, thence to Omaha, 56.20 m.; c. p. 7 in, Nebraska City and Union, 11.40 m. Lap service, Gilmore Junction (n. o.) and Omaha, Nebr., 8, 22 m. over route 167001.	16.44	47.88	23,604.42
155041	Omaha, Nebr. Ottawa, Emporia.....	Atchison, Topeka and Santa Fe Rwy. Co.	56.34	6,216	30.45	r. p. o. cars authorized, 1.40 ft., North Ottawa (n. o.) and Emporia, Kans.; r. p. o. cars run, 60 by 9, 7 out, Ottawa and Emporia, 56.34 m.; apt. 21 by 9, 6 t. a. w., Ottawa and Emporia, 56.34 m.; c. p. 1 in, Neosho Rapids and Emporia, 10.79 m.; r. p. o. car pay \$891.75 per annum, being \$12.50 per mile for 55.34 m.	9.59	183.82	10,356.41
155042	Wichita, Pratt.....	.....do.....	80.25	391	13.52	apt. 14 by 9, 6 t. a. w., Wichita and Pratt, 79.66 m.; c. p. 3 out, Wichita and Pratt, 80.25 m.	7.50	55.57	4,459.49
155043	Weir City Junction (n.o.), Mackie Station (n.o.)	St. Louis and San Francisco R. R. Co.	6.40	876	22.14	apt. 25 by 9, 14 out, 7 in, Weir Junction and Weir, 2.90 m.; 50 by 9, and 25 by 9, each 7 t. a. w., thence to Mackie Station, 3.50 m.; c. p. 7 in, Weir and Mackie Station, 3.50 m.	14.32	79.51	508.86
155044	Lawrenceburg (n.o.), Belleville.	Union Pacific R. R. Co.	17.34	366	18.04	apt. 17 by 9, 6 t. a. w., Lawrenceburg (n. o.) and Belleville, 16.99 m.; c. p. 6 out, Lawrenceburg (n. o.) and Belleville, 17.34 m.	9	53.86	983.98
155045	Vacant.						6	43.60	2,717.15
155046	Eldorado, McPherson.	Kansas and Colorado Pacific Rwy. Co.	62.32	213	14.25	apt. 16 by 9, 6 t. a. w., Eldorado and McPherson, 61.60 m.			
155047	Alton, Stockton.....	Rock County R. R. Co.	19.05	391	25.40	apt. 30 by 9, 7 t. a. w., Alton and Stockton, 18.30 m.	7	80.37	1,531.04

155048	Atchison, Medicine Lodge.	Atchison, Topeka and Santa Fe Rwy. Co.	21.57	376	17.26	c. p. 12 t. a. w., Attica and Medicine Lodge, 21.57 m.	12	54.72	1,180.81
155049	Beaumont, Kans., Enid, Okla.	St. Louis and San Francisco R. R. Co.	128.19	1,376	23.49	apt. 25 by 9, 14 t. a. w., Beaumont and Steen (n. o.), 125.60 m.; 26 by 9, 14 out, 25 by 9, 14 out, 28 in, thence to Enid, 1.80 m. Route restated.	14.27	100.89	12,983.08
155050	Arkansas City, Anthony.	Kansas Southwestern Rwy. Co.	61.27	227	15.32	apt. 12 by 7, 6 t. a. w., Arkansas City and Anthony, 60.37 m.	6	44.46	2,724.06
155051	Wichita, Geneseo.	Kansas and Colorado Pacific Rwy. Co.	38.09	1,015	26.18	apt. 30 by 9, 7 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, Wichita and Geneseo, 37.98 m.	14	85.50	7,581.69
155052	Hutchinson, Kinsley.	Atchison, Topeka and Santa Fe Rwy. Co.	84.45	43,036	34.06	r. p. o. cars authorized, 2.1. 60 ft., Hutchinson and Kinsley, Kans.; r. p. o. cars run, 60 by 9, 21 out, 14 in, Hutchinson and Kinsley, 84.03 m.; apt. 30 by 9, 7 out, 13 by 9, 6 t. a. w., Hutchinson and Kinsley, 84.03 m.; r. p. o. car pay \$8,403 per annum, being \$100 per m. for 84.03 m.	27	577.12	48,737.78
155053	Independence, Cedarvale.	do	55.04	902	19.82	apt. 25 by 9, 13 by 9, each 7 t. a. w., Independence and Havana, 16.38 m.; 12 by 7, 13 t. a. w., thence to Cedarvale, 38.14 m.	13.29	81.22	4,470.34
	(Kansas City, Mo., Belt Junction (n. o.), Mo., Grandview, Mo., Grandview, Mo., Sloan Springs, Ark., Quenemo, Osage City.)	Kansas City Southern Rwy. Co.	12					170.15	
155054	Belt Junction (n. o.), Mo., Grandview, Mo., Sloan Springs, Ark., Quenemo, Osage City.	Kansas City Southern Rwy. Co.	11.50	4,991	25.36	(apt. 30 by 9, 14 out, 7 in, 22 by 9, 7 in, Kansas City, Mo., and Siloam Springs, Ark., 229.29 m. Lap service, Belt Junction (n. o.) to Grandview, Mo., 11.50 m. over route 145058.	14	87.21	38,144.95
155055	Quenemo, Osage City.	Atchison, Topeka and Santa Fe Rwy. Co.	206.29	201	9.06	c. p. 12 t. a. w., Quenemo and Osage City, 20.78 m.	12	42.75	888.34
155056	Chetopa, Conway Springs.	Kansas and Colorado Pacific Rwy. Co.	166.66	552	24.38	apt. 22 by 9, 15 by 9, each 7 t. a. w., Chetopa and Coffeyville, 30.51 m.; 30 by 9, 15 by 9, each 7 t. a. w., 20 by 9, 7 out, 24 by 7, 7 in, 22 by 9, 7 out, 23 by 9, 7 in, thence to Dearing, 5.35 m.; 15 by 9, 7 t. a. w., 20 by 9, 7 out, 24 by 7, 7 in, thence to Peru Junction, 25.45 m.; 15 by 9, 7 t. a. w., 16 by 7, 6 t. a. w., 20 by 9, 7 out, 24 by 7, 7 in, thence to Sedan, 4.75 m.; 20 by 9, 7 out, 24 by 7, 7 in, thence to Conway Springs, 99.84 m.; c. p. 7 t. a. w., Coffeyville and Dearing, 5.35 m. Route restated.	10.64	65.88	10,971.22
155057	Salina, Oakley.	Union Pacific R. R. Co.	225.87	1,318	15.76	apt. 26 by 9, 6 out, 24 by 9, 6 in, 16 by 9, 6 t. a. w., Salina and Plainville, 103.32 m.; 26 by 9, 6 out, 24 by 9, 6 in, 14 by 7, 6 out, 12 by 6, 6 in, thence to Oakley, 121.62 m.	12	98.32	22,207.53
155058	Vacant.	Atchison, Topeka and Santa Fe Rwy. Co.	121.18	469	21.10	apt. 30 by 9, 6 t. a. w., Great Bend and Scott, 120.03 m.	6	61.56	7,459.84
155059	Great Bend, Scott.	Kansas and Colorado Pacific Rwy. Co.	130.42	480	24.08	apt. 26 by 7, 6 t. a. w., Topeka and Fort Scott, 130.42 m.; c. p., 6 out; Topeka and Richland, 16.06 m.	6.96	58.99	7,693.47
155060	Topeka, Fort Scott.	Atchison, Topeka and Santa Fe Rwy. Co.	46.90	249	22.02	c. p. 6 t. a. w., Larned and Jetmore, 46.90 m.	6	46.17	2,165.37
155061	Larned, Jetmore.	do	82.70					42.75	
155062	Virginia, Nebr., Axtell Junction (n. o.), Kans., Seneca Station, Kans., Seneca, Kans.	Kansas City Northwestern R. R. Co.	10.62	207	15.44	(apt. 22 by 9, 7 out, 30 by 9, 7 in, Virginia and Seneca, 43.24 m.; c. p. 6 t. a. w., Summerfield and Seneca, 23.19 m. Lap service, Axtell Junction (n. o.) to Seneca, Kans., 10.62 m. over route 155007, land grant. Formerly part of route 155079.	10.17	2.78	1,446.14
			.45					42.75	

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
155063	KANSAS—continued. Bellville, Kans., Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy. Co.	420.25	7,841	34.45	r. p. o. cars authorized, 1 l. 40 ft., Belleville and Phillipsburg, Kans.; r. p. o. cars run, 60 by 9, 7 t. a. w., Belleville and Phillipsburg, 94.46 m.; apt. 30 by 9, 14 t. a. w., Belleville, Kans., and Colorado Springs, Colo., 419.73 m.; c. p. 14 t. a. w., Phillipsburg, Kans., and Limon, Colo., 246.78 m.; 7 t. a. w., thence to Colorado Springs, 78.49 m. Formerly part of route 157050; r. p. o. car pay \$2,361.50 per annum, being \$25 per m. for 94.46 m.	25.11	200.92	84,486.68
155064	Fort Scott, Kans., Joplin, Mo.	St. Louis and San Francisco R. Co.	77.19	11,159	25.87	r. p. o. cars authorized, 1 l. 40 ft., Fort Scott and Baxter Springs, Kans.; r. p. o. cars run, 50 by 9, 7 t. a. w., Fort Scott and Baxter Springs 59.92 m.; apt. 50 by 9, and 25 by 9, each 7 t. a. w., Fort Scott and Girard, 25.65 m.; 50 by 9, and 25 by 9, each 7 t. a. w., Mackie Station and Columbus, 7.83 m.; 50 by 9, and 25 by 9, each 7 t. a. w., and 30 by 9, 14 t. a. w., thence to Joplin 28.15 m.; c. p. 14 out, 7 in., Fort Scott and Girard, 25.65 m.; 6 t. a. w., thence to Beulah 5.01 m.; 7 in., Mackie Station and Columbus, 7.83 m.; 7 t. a. w., Baxter Springs and Joplin, 17.27 m. Formerly part of route 155008; r. p. o. car pay \$1,498 per annum, being \$25 per m. for 59.92 m.	27.68	235.98	18,215.29
155065	Little River, Holyrood.	Atchison, Topeka and Santa Fe Rwy. Co.	26.44	180	17.65	c. p. 6 t. a. w., Little River and Holyrood, 26.44 m.	6	42.75	1,130.31
155066	Strong, Bazaar.	do.	11.95	57	14.96	c. p. 6 t. a. w., Strong and Bazaar, 11.95 m. Formerly part of route 155077.	6	42.75	510.86
155067	Ottawa, Kans., Towner, Colo.	Kansas and Colorado Pacific Rwy. Co.	407.47	8,853	31.34	apt. 30 by 9, 14 t. a. w., Ottawa and Gypsum, 124.37 m.; 7 t. a. w., thence to Salina, 10.11 m.; 14 t. a. w., thence to Marquette 25.86 m.; 21 t. a. w., thence to Geneseo 18.90 m.; 14 t. a. w., thence to Holdington 34.26 m.; 7 t. a. w., thence to Towner 187.83 m.; c. p. 7 t. a. w., Holdington and Towner, 187.97 m.	14.04	153.90	62,709.63
155068	Mulvane, Englewood.	Atchison, Topeka and Santa Fe Rwy. Co.	167.10	910	21.57	apt. 20 by 9, 6 out, 21 by 9, 6 in, Mulvane and Englewood, 166.26 m.	6	81.22	13,571.86
155069	Benedict, Madison.	do.	46.20	349	21.33	apt. 12 by 7, 7 t. a. w., Benedict and Madison, 45.91 m.	7	53.01	2,449.06
155070	Kramer Junction (n. c.), Weir.	St. Louis and San Francisco R. R. Co.	5.65	1,755	23.80	apt. 50 by 9, 7 t. a. w., 25 by 9, 7 out, 14 in, Kramer Junction (n. c.) and Weir, 4.90 m.; c. p. 7 in, Kramer Junction (n. c.) and Weir, 5.65 m.	21	117.13	591.50
155071	Holdington, Great Bend.	Kansas and Colorado Pacific Rwy. Co.	10.44	300	17.93	c. p. 14 out, 7 in, Holdington and Great Bend, 10.44 m.	10.50	49.59	517.71
155072	Colony, Yates Center.	Atchison, Topeka and Santa Fe Rwy. Co.	25.61	105	13.20	c. p. 12 t. a. w., Colony and Yates Center, 25.61 m.	12	42.75	1,094.82

155073	Nevada, Mo., Chetopa, Kans.	Missouri Pacific Rwy. Co.	76.61	1,314	25.15	apt. 22 by 9, 15 by 9, each 7 t. a. w., Nevada and Chetopa, 75.37 m.; c. p. 6 t. a. w., Cornell Station and Pittsburg, 5.40 m. Formerly route 145068.	14.42	96.32	7,532.29
155074	Conway Springs, Larned.	Kansas and Colorado Pacific Rwy. Co.	107.42	362	25.28	apt. 13 by 9, 7 t. a. w., Conway Springs and Larned, 106.17 m. Formerly part of route 155066.	7	53.86	5,785.64
155075	St. Joseph, Mo., Liberal, Kans.	Chicago, Rock Island and Pacific Rwy. Co.	434.58	25,725	27.58	r. p. o. cars authorized, 1 l. 60 ft. and 2 l. 40 ft., North Topeka Junction (n. o.) and McFarland, Kans.; 1 l. 60 ft. and 1 l. 40 ft., thence to Herington, Kans.; r. p. o. cars run: 60 by 9, 23 t. a. w., North Topeka Junction (n. o.) and McFarland 32.85 m.; 60 by 9, 21 t. a. w., thence to Herington 49.46 m.; 60 by 9, 7 t. a. w., thence to Liberal, Kans., 252.72 m.; apt. 27 by 9, 22 by 9, and 20 by 9, each 7 t. a. w., St. Joseph, Mo., and Horton, Kans., 41.16 m.; 27 by 9, and 22 by 9, each 7 t. a. w., thence to North Topeka Junction (n. o.), 48.23 m.; 30 by 9, 21 t. a. w., 27 by 9, 7 t. a. w., and 22 by 9, 7 t. a. w., thence to Topeka, 0.83 m.; 30 by 9, 21 t. a. w., thence to McFarland, 32.02 m.; 30 by 9, 14 t. a. w., thence to Herington 49.46 m.; 30 by 9, and 16 by 9, each 7 t. a. w., thence to Hutchinson, 73.92 m.; 30 by 9, 7 t. a. w., thence to Liberal, 188.80 m.; c. p. 7 out, St. Joseph, Mo., and Troy, Kans., 13.87 m.; 7 out, Hutchinson and Pratt, Kans., 52.57 m.; r. p. o. car pay \$6,994.50 per annum, being \$100 per m. for 32.85 m., and \$75 per m. for 49.46 m.	20.78	392.44	170,546.57
155076	Horton, Kans., Jansen, Nebr.	.....do.....	108.97	701	26.87	apt. 20 by 9, 7 t. a. w., Horton, Kans., and Jansen, Nebr., 108.38 m.; c. p. 6 t. a. w., Horton and Powhattan, Kans., 10.19 m.; 6 out, 13 in, thence to Sabetha, 13.89 m.; 6 t. a. w., thence to Jansen, Nebr., 84.89 m. Route restated.	13.44	72.67	7,913.84
155077	Manchester, Barnard.	Atchison, Topeka and Santa Fe Rwy. Co.	43.40	343	16.73	apt. 13 by 7, 6 t. a. w., Manchester and Barnard, 43.09 m. Route restated.	6	52.15	2,263.31
155078	Roper, Peru Junction (n. o.).	Missouri Pacific Rwy. Co.	51.77	141	15.06	apt. 16 by 7, 6 t. a. w., Roper and Peru Junction (n. o.), 51.70 m.	6	42.75	2,213.16
155079	Kansas City, Mo., Seneca, Kans.	Kansas City Northwestern R. R. Co.	119.30	1,509	22.42	apt. 22 by 9, 7 out, 30 by 9, 7 in, 19 by 9, 6 t. a. w., Kansas City and Seneca, 113.85 m. Route restated.	13	106.87	12,749.59
155080	Richhill, Mo., Fort Scott, Kans.	Fort Scott Central Rwy. Co.	27.38	3,708	24.80	apt. 30 by 9, 23 by 9, each 7 t. a. w., Richhill and Fort Scott, 27.22 m. Formerly route 145075.	14	152.19	4,166.96
155081	Olcott, Iuka.....	Kansas Southwestern Rwy. Co.	20.08	43	24.02	c. p. 6 t. a. w., Olcott and Iuka, 20.06 m.	6	42.75	858.42
155082	Herington, Caldwell.	Chicago, Rock Island and Pacific Rwy. Co.	123.70	13,833	30.56	r. p. o. cars authorized, 1 l. 60 ft. and 1 l. 40 ft., Herington and Caldwell, 123.11 m.; apt. 30 by 9, 7 t. a. w., Herington and Caldwell, 123.11 m. Route restated; r. p. o. car pay \$9,233.25 per annum, being \$75 for 123.11 m.	21	265.05	32,786.68
155083	Paola, Parsons.....	Missouri, Kansas and Texas Rwy. Co.	93.90	16,505	32.20	r. p. o. cars authorized, 1 l. 50 ft., 1 l. 40 ft., Paola and Parsons, Kans.; r. p. o. cars run: 55 by 9, 7 t. a. w., Paola and Parsons, 83.70 m., and 1 l. 50 ft. between said points, the same being diverted from route 153010, July 1, 1906; apt. 39 by 9, 7 out, 34 by 9, 7 in, 20 by 9, 7 t. a. w., Paola and Moran, 91.63 m.; 39 by 9, 7 out, 34 by 9, 7 in, 20 by 9, 7 in, thence to Parsons, 42.13 m. Route restated; r. p. o. cars pay \$9,094.40 per annum, being \$65 per m. for 37.6 m.	19.42	238.26	27,537.11
155084	Kansas City, Mo., Atchison, Kans.	Missouri Pacific Rwy. Co.	47.61	14,818	30.48	apt. 30 by 9, 14 out, 7 in, 26 by 9, 6 t. a. w., 25 by 9, 7 in, Kansas City and Atchison, 47.06 m.; c. p. 14 t. a. w., Kansas City and Leavenworth, 26.03 m.; 14 out, 21 in, thence to Atchison, 21.58 m. Formerly route 145068.	35.58	275.31	13,107.50

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Dollars.	Annual rate of pay for transportation.
155085	KANSAS—continued. Rodelia, Mo., Paola, Kans.	Missouri, Kansas and Texas Rwy. Co.	86.41	332	12.29	apt. 22 by 9, 6 t. a. w., Rodelia and Paola, 86.23 m. Formerly route 145024.	6	55.57	4,801.80	
155086	{Moran, Iola..... {Iola, Piqua.....	.....do.....	{18.50 {7.51	{2,504 {2,504	{20.10 {20.10	{apt. 20 by 9, 7 out, Moran and Piqua, 20.60 m.; c. p. 7 t. a. w., Moran and Iola, 18.50 m. Lap service; Iola and Piqua, 7.51 m. over route 155086.	{7.99 {35.06	{135.09 {35.06	2,086.94	
155087	Wichita, Ellsworth.....	St. Louis and San Francisco R. Co.	106.18	443	21.89	apt. 30 by 9, 7 t. a. w., Wichita and Ellsworth, 105.66 m.....	7	59.85	6,351.83	
155088	Strong, Kans., Superior, Neb., Belleville, McFarland.	Atchison, Topeka and Santa Fe Rwy. Co.	153.29	1,916	27.33	apt. 30 by 9, 6 t. a. w., Strong and Superior, 157.97 m. Route restated.	6	123.97	19,623.21	
155089	Belleville, McFarland.	Chicago, Rock Island and Pacific Rwy. Co.	106.18	14,860	30.46	r. p. o. cars authorized; 2 1.46 ft., Belleville and McFarland, Kans.; r. p. o. cars run; 60 by 9 and 30 by 9, each 7 t. a. w., Belleville and McFarland, 104.15 m.; apt. 30 by 9, 7 t. a. w., Belleville and McFarland, 104.15 m.; r. p. o. car pay \$3,207.50 per annum, being \$30 per m. for 104.15 m.	21	276.16	29,032.70	
155090	Caldwell, Anthony.....	.....do.....	27.92	272	17.13	c. p. 6 t. a. w., Caldwell and Anthony, 27.92 m. Lap service over route 155089.	6	13.81	525.17	
155091	Kansas City, Mo., Ottawa, Kans.	Missouri Pacific Rwy. Co.	81.94	12,655	26.59	apt. 30 by 9, 28 t. a. w., 22 by 9, 7 out, 23 by 9, 7 in, Kansas City and Ottawa, 81.94 m.; 30 by 9, 14 t. a. w., thence to Ottawa, 20.94 m.	23.59	232.22	20,515.57	
155092	Bucklin, Dodge City.....	Chicago, Rock Island and Pacific Rwy. Co.	26.98	58	16.98	c. p. 6 t. a. w., Bucklin and Dodge City, 26.93 m.....	6	42.75	1,151.25	
155093	Dexter, Arkansas City.....	Kansas and Colorado Pacific Rwy. Co.	26.31	134	13.57	c. p. 7 t. a. w., Dexter and Arkansas City, 26.31 m.....	7	42.75	1,124.75	
155094	Warwick, Kans., Prosser, Neb.	Pacific Railway Company in Nebraska, Kansas and Colorado Pacific Rwy. Co.	72.61	149	14.44	apt. 60 by 9, 6 out, 15 by 9, 6 in, Warwick and Prosser, 72.39 m.....	6	42.75	3,104.07	
155095	Gypsum, Marquette.....	Kansas and Colorado Pacific Rwy. Co.	27.53	2,843	25.89	apt. 30 by 9, 7 t. a. w., Gypsum and Marquette, 26.86 m.; c. p. 7 t. a. w., Gypsum and Marquette, 27.53 m.	14	140.22	3,860.25	
155096	Herington, Salina.....	Chicago, Rock Island and Pacific Rwy. Co.	50.01	146	27.23	apt. 14 by 9, 6 t. a. w., Herington and Salina, 49.37 m.....	6	42.75	2,137.92	
155097	Downs, Lenora.....	Central Branch Rwy. Co.	85.94	592	21.20	apt. 23 by 7, 7 t. a. w., Downs and Lenora, 84.80 m. Formerly part of route 155092.	7	67.54	5,763.86	
155098	Vacant.	Kansas City North-western R. Co.	12.58	233	15.83	c. p. 12 t. a. w., Menager Junction (n. o.) and Leavenworth Station (n. o.), 12.53 m.	12	44.46	557.08	
155099	Menager Junction, north Station (n. o.)	.....do.....								
155100	Kansas City, Mo., North Topeka Junction (n. o.), Kans.	Chicago, Rock Island and Pacific Rwy. Co.	67.67	52,938	38.70	r. p. o. cars authorized; 11.60 ft., 21.40 ft., Kansas City, Mo., and North Topeka Junction (n. o.), Kans.; r. p. o. cars run: 60 by 9, 28 t. a. w., Kansas City, Mo., and North Topeka Junction (n. o.), Kans., 67.67	49	565.15	33,243.70	

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REPORT OF THE POSTMASTER-GENERAL.

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
	NEBRASKA—continued.								
157003	Omaha, Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	Miles. 123.64	Pounds. 4,594	26	r. p. o. cars authorized, 11.40 ft., Omaha and Sioux City; r. p. o. cars run: 44 by 9, 7 t. a. w., Omaha and Emerson, 94.10 m.; 6 t. a. w., thence to Sioux City, 29 m.; apt. 44 by 9, 7 t. a. w., Omaha and Sioux City, 123.10 m.; c. p. 6 t. a. w., Omaha and Craig, 50.40 m.; 13 t. a. w., Emerson and Coburn Junction, 16.90 m.; 25 t. a. w., thence to Sioux City, 12.64 m.; r. p. o. car pay, \$3,077.50 per annum, being \$25 per m. for 123.10 m.	20.53	Dollars. 165.01	Dollars. 20,401.83
157004	Omaha, Oreoapolis Junction (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	16.60	33,537	40	r. p. o. cars authorized, 11.60 ft., Omaha and Oreoapolis Junction (n. o.); r. p. o. cars run: 60 by 9, 7 out, Omaha and Oreoapolis Junction (n. o.), 16.60 m.; apt. 27 by 8, 7 t. a. w., Omaha and Pappio Junction (n. o.), 12.10 m.; 27 by 8, 7 t. a. w., and 14 by 7, 6 t. a. w., thence to Oreoapolis Junction (n. o.), 4.50 m.; c. p. 14 t. a. w., Omaha and Oreoapolis Junction (n. o.), 16.60 m.; r. p. o. car pay, \$415 per annum, being \$25 per m. for 16.60 m.	23.62	475.38	7,891.30
157005	Nebraska City, Lincoln.	.....do.....	58.21	593	23	apt. 21 by 9, 6 t. a. w., Nebraska City and Lincoln, 57.70 m.	6	67.55	8,932.08
157006	Crete, Wymore.....	.....do.....	42.05	2,893	26	apt. 21 by 9, 13 t. a. w., Crete and De Witt, 17.50 m.; 21 by 9, 13 t. a. w.; 23 by 9, 6 out, 25 by 9, 6 in, thence to Beatrice, 12.50 m.; 21 by 9, 13 t. a. w., thence to Wymore, 11.70 m.	14.78	140.22	5,896.25
157007	Coburn Junction (n. o.), Newcastle.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	28.77	460	21	c. p. 12 t. a. w., Coburn Junction (n. o.) and Newcastle, 26.77 m.	12	60.70	1,624.98
157008	Valparaiso, Stromsburg.	Union Pacific Rwy. Co.	58.39	631	24	apt. 16 by 9, 6 t. a. w., Valparaiso and Stromsburg, 52.87 m.; c. p. 1 out, Valparaiso and Ocesola, 47.70 m.	6.44	71.82	3,834.46
157009 157010	Vacant. Fremont, Deadwood, S. Dak.	Chicago and Northwestern Rwy. Co.	556.69	8,121	27	r. p. o. cars authorized, 11.50 ft., 1 l. 40 ft., Fremont and Norfolk Junction (n. o.); 11.60 ft., thence to Long Pine, r. p. o. cars run, 60 by 9, 7 t. a. w., 50 by 9, 7 t. a. w., Fremont and Norfolk Junction (n. o.), 50.61 m.; 50 by 9, 7 t. a. w., thence to Long Pine, 132.74 m.; apt. 23 by 9, 6 t. a. w., Norfolk Junction (n. o.) and Long Pine, 132.74 m.; 24 by 9, 7 out, 25 by 9, 7 in, thence to Deadwood, 342.70 m.; c. p. 6 t. a. w., Long Pine and Rushville, 161.07 m.; 6 in, Rapid City and Whitecloud, 36.43 m.; 6 out, 12 in, thence to Deadwood, 9.63 m.; r. p. o. car pay \$10,549.25 per annum, being \$65 per m. for 80.61 m. and \$40 per m. for 132.74 m.	11.53	204.84	113,754.08

157011	(Northport, Junction Sterling (n. o.) Sterling Union Station (n. o.), Brush, Colo.	Chicago, Burlington and Quincy Rwy. Co.	2,048	24	11.43	28.40	81.40	Sept. 28 by 9, 7 out, 27 by 9, 7 in, 14 by 8, 12 t. a. w., Northport Junction (n. o.) and Bridgeport, 2.70 m.; 28 by 9, 7 out, 27 by 9, 7 in, thence to Brush, 113.50 m.; Sterling to Union Station (n. o.), 28.40 m., lap over route 156017.	7.27	22.28	128.25	12, 425.63
157012	Columbus, Norfolk....	Union Pacific R. R. Co.	1,111	28	50.54			apt. 18 by 7, 6 t. a. w., 16 by 7, 6 out, 17 by 7, 6 in, 12 by 7, 6 t. a. w., Columbus and Oconee, 9.35 m.; 18 by 7, 6 t. a. w., thence to Norfolk, 41.08 m.; c. p. 6 t. a. w., Columbus and Norfolk, 50.54 m.	15.24	88.77	4,538.97	
157013	Valley, Manhattan....	do.	796	23.70	191.30			apt. 17 by 9, 6 t. a. w., Valley and Valparaiso, 37.83 m.; 12 t. a. w., thence to Lincoln, 19.76 m.; 17 by 9, 6 t. a. w., 16 by 9, 6 t. a. w., thence to Beatrice, 39.74 m.; 16 by 9, 6 t. a. w., thence to Manhat- tan, 93.86 m.; c. p. 6 out, Valley and Valparaiso, 37.46 m.; 6 t. a. w., Cieburne and Manhattan, 29.21 m.	9.38	76.09	14,556.01	
157014	Vacant.	do.										
157015	Grand Island, Ord....	do.	1,068	26	62.49			apt. 21 by 9, 6 t. a. w., 17 by 9, 6 t. a. w., Grand Island and St. Paul, 21.86 m.; 21 by 9, 6 t. a. w., thence to Ord, 40.25 m.; c. p. 6 t. a. w., St. Paul and Ord, 40.63 m.	12	88.06	5,502.86	
157016	Tablerock, Oxford Junction (n. o.).	Chicago, Burlington and Quincy Rwy. Co.	6,874	27	210.07			apt. 40 by 9, 7 t. a. w., 30 by 9, 7 t. a. w., Table Rock and Wymore, 39.20 m.; 40 by 9, 7 t. a. w., 30 by 9, 7 t. a. w., 14 by 7, 6 t. a. w., thence to Odell, 9 m.; 40 by 9, 7 t. a. w., 30 by 9, 7 t. a. w., thence to Oxford Junction (n. o.), 160.80 m.; c. p. 6 in, Table Rock and Wy- more, 40.27 m.; 6 t. a. w., Lester (n. o.), and Redcloud, 3.90 m.	14.94	185.53	38,974.28	
157017	Oconee, Albion....	Union Pacific R. R. Co.	1,075	17	83.94			apt. 12 by 6, 6 out, 16 by 7, 6 t. a. w., 17 by 7, 6 in, Oconee and Genoa, 11.32 m.; 12 by 6, 6 out, 16 by 7, 6 in, thence to Albion, 22.35 m.; c. p. 6 t. a. w., Oconee and Albion, 33.94 m.	14.01	88.06	2,988.75	
157018	Norfolk Junction (n. o.), Bonesteel, S. Dak.	Chicago and North- western Rwy. Co.	2,211	25	121.79			apt. 60 by 9, 7 t. a. w., 22 by 9, 13 t. a. w., Norfolk Junction (n. o.) and Norfolk, 1.49 m.; 60 by 9, 7 t. a. w., thence to Bonesteel, 119.60 m.	7.80	130.81	15,981.34	
157019	Nebraska City, Bea- trice.	Chicago, Burlington and Quincy Rwy. Co.	1,129	24	94.91			c. p. 6 t. a. w., Norfolk and Pierce, 13.03 m. Route restored.	6	90.68	8,601.69	
157020	Vacant.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	2,876	36	46.50			apt. 23 by 9, 6 out, 25 by 9, 6 in, Nebraska City and Beatrice, 94.40 m.				
157021	Emerson, Norfolk....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	2,876	36	46.50			apt. 22 by 9, 13 t. a. w., Emerson and Norfolk, 46.50 m.; c. p. 6 out, Emerson and Wayne, 18.50 m.	14.19	140.22	6,520.23	
157022	Wakefield, Harting- ton.	Chicago, Burlington and Quincy Rwy. Co.	897	24	34.10			apt. 16 by 7, 12 t. a. w., Wakefield and Hartington, 34.10 m.	12	80.37	2,740.61	
157023	Lincoln, Columbus....	Chicago, Burlington and Quincy Rwy. Co.	1,506	26	74.80			apt. 21 by 9, 6 t. a. w., 20 by 9, 6 out, Lincoln and Seward, 29.20 m.	13.17	106.87	7,998.87	
157024	Fairmount, Chester....	do.	631	15	47.98			21 by 9, 6 t. a. w., thence to Columbus, 46.30 m.; c. p. 6 t. a. w., Lincoln and Columbus, 74.80 m.	12	69.26	3,323.09	
157025	Genoa, Spalding....	Union Pacific R. R. Co.	44	68	44.68			Farmount and Chester, 47.98 m.; c. p. 6 t. a. w., Fairmount and Chester, 47.98 m.	12	75.24	3,361.72	
157026	Edgar, Superior....	Chicago, Burlington and Quincy Rwy. Co.	457	16	28.50			apt. 17 by 7, 6 t. a. w., Genoa and Spalding, 44.25 m.; c. p. 6 t. a. w., Genoa and Spalding, 44.68 m. Route restored.	12	60.70	1,729.95	
157027	Alliance, Guernsey....	do.	945	27	129.20			c. p. 12 t. a. w., Edgar and Superior, 28.50 m.	12	82.98	10,714.55	

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
157028	NEBRASKA—continued. Odell, Concordia.....	Chicago, Burlington and Quincy Rwy. Co.	Miles. 72.86	Pounds. 282	26	apt. 14 by 7, Odell and Concordia, 72 m.; c. p. Haddom and Concordia, 31.61 m.	6.21	Dollars. 47.88	Dollars. 8,464.59
157029	Hastings, Lester Junction (n. o.).	.....do.....	37.80	144	13	c. p. 6 t. a. w., Hastings and Lester Junction (n. o.), 37.80 m.	6	42.76	1,594.57
157080	Kenesaw, Kearney....	.....do.....	24.68	216	25	apt. 14 by 7, 6 t. a. w., Kenesaw and Kearney, 24.68 m.; c. p. 6 in, Kenesaw and Kearney, 24.68 m.	9	43.60	1,076.04
157081	Fairbury, Nelson.....	Chicago, Rock Island and Pacific Rwy. Co.	51.88	526	19.04	apt. 20 by 9, 7 t. a. w., Fairbury and Nelson, 51.18 m.; c. p. 6 t. a. w., Fairbury and Nelson, 51.88 m.	13	64.98	3,871.16
157082	Republican City, Oberlin, Kans.	Chicago, Burlington and Quincy Rwy. Co.	78.84	357	24	apt. 16 by 9, 6 t. a. w., Republican City and Oberlin, 78 m.	6	53.87	4,247.11
157083	St. Paul, Loup City....	Union Pacific R. R. Co.	39.60	272	15	apt. 15 by 7, 6 t. a. w., St. Paul and Loup City, 38.95 m.; c. p. 6 t. a. w., St. Paul and Loup City, 39.60 m.	12	47.88	1,896.04
157084	Vacant.	Chicago and North-western Rwy. Co.	183.27	1,508	25	apt. 20 by 9, 6 t. a. w., Chadron and Casper, 192.80 m.; c. p. 6 in, Orin and Casper, 67.11 m.	7.04	106.87	20,654.76
157085	Chadron, Casper, Wyo.	Chicago and North-western Rwy. Co.	472	13,809	26	r. p. o. cars authorized, 1,160 ft., Lincoln and Edgemont; r. p. o. cars run, 60 by 9, 7 t. a. w., Lincoln and Edgemont, 471.90 m.; apt. 60 by 9, 7 t. a. w., Lincoln and Seward, 25 m.; 60 by 9, 7 t. a. w., 25 by 9, 6 out, 27 by 9, 6 in, thence to Broken Bow, 146.90 m.; 60 by 9, 7 t. a. w., thence to Edgemont, 300 m.; r. p. o. pay per annum, \$23,585, being \$50 per m. for 471.90 m.	15.86	259.06	122,276.82
157086	Lincoln, Edgemont, S. Dak.	Chicago, Burlington and Quincy Rwy. Co.	52.47	2,475	35	apt. 20 by 7, 19 t. a. w., Fremont and Plattie River Junction, 7 m.; 13 t. a. w., thence to Lincoln, 44.86 m.; c. p. 1 t. a. w., Fremont and Lincoln, 52.47 m.	14.87	134.28	7,043.04
157087	Fremont, Lincoln.....	Chicago and North-western Rwy. Co.	80.29	1,052	20	apt. 22 by 9, 6 t. a. w., Omaha and Weeping Water, 39.41 m.; 22 by 9, 6 t. a. w., 16 by 7, 6 t. a. w., thence to Auburn, 13.78 m.	10.08	87.21	7,002.09
157088	Omaha, Auburn.....	Missouri Pacific Rwy. Co.	30.96	20,089	38	r. p. o. cars authorized, 1,160 ft., Plattsmouth and Oreopolis; 1.60 ft., thence to Ashland; 1.30 m., 7 out, thence to Ashland, 26.40 m.; apt. 27 by 8, 6 t. a. w., Plattsmouth and Oreopolis, 4.30 m.; c. p. 20 out, 27 in, Plattsmouth and Oreopolis, 4.56 m.; 6 t. a. w., thence to Ashland 26.40 m.; r. p. o. pay, \$875 per annum, being \$50 per m. for 4.30 m. and \$25 per m. for 26.40 m.	13.47	380.88	10,244.04
157089	Plattsmouth, Ashland.	Chicago, Burlington and Quincy Rwy. Co.							

157040	Union, Lincoln	Missouri Pacific Rwy. Co.	47.75	1,040	30	apt. 16 by 7, 6 t. a. w., Weeping Water and Lincoln, 34.57 m.; c. p. 21 t. a. w., Union and Weeping Water, 13.18 m.; 8 t. a. w., thence to Lincoln, 34.57 m.	15.93	87.21	4,164.27
157041	Scribner, Oakdale.....	Chicago and North-western Rwy. Co.	115.77	1,089	26	apt. 23 by 9, 6 t. a. w., Scribner and Oakdale, 115.20 m.; c. p. 6 out, Scribner and Cornlea, 55.01 m.; and 6 t. a. w., Newman Grove and Oakdale, 48.22 m.	9.92	88.06	10,194.70
157042	Holdrege, Sterling, Colo.	Chicago, Burlington and Quincy Rwy. Co.	230.44	657	20	apt. 20 by 9, 6 t. a. w., Holdrege and Sterling, 230.20 m.; c. p. 6 out, Holdrege and Elwood, 28.38 m. Route resiated.	6.37	70.11	16,156.14
157043	Dewitt, Holdrege.....	.....do.....	138.26	1,013	25	apt. 23 by 9, 6 out, 25 by 9, 6 in, De Witt and Holdrege, 138.01 m.	6	85.50	11,821.23
157044	Aurora, Hastings.....	.....do.....	28.60	379	27	apt. 14 by 7, 6 t. a. w., Aurora and Hastings, 27.61 m.; c. p. 6 t. a. w., Aurora and Hastings, 28.60 m.	12	54.72	1,564.99
157045	Fairfield, Stromsburg.	.....do.....	65.88	424	12	apt. 12 by 8, 6 out, 12 by 7, 6 in, Fairfield and Sutton, 20.60 m.; 10 by 7, 6 out, 12 by 7, 6 in, thence to York, 27.11 m.; 10 by 7, 12 out, 12 by 8, 6 in, and 12 by 7, 6 in, thence to Stromsburg, 17.30 m.; c. p. 6 t. a. w., Fairfield and Sutton, 20.66 m., and McCool Junction and York, 8.31 m.	10.27	58.14	3,801.19
157046	Orleans, St. Francis, Kans.	.....do.....	134.86	518	18	apt. 16 by 9, 6 t. a. w., Orleans and St. Francis, 133.70 m.	6	64.12	8,615.16
157047	Vacant.	.....do.....							
157048	Vacant.	.....do.....							
157049	Aurora, Sargent.....	.....do.....	109.31	872	25	apt. 18 by 9, 6 t. a. w., Aurora and Sargent, 108.70 m.; c. p. 6 t. a. w., Aurora and Palmer, 35.40 m.	7.94	79.52	8,692.33
157050	Vacant.	Chicago and North-western Rwy. Co.	32.49	7,862	29	r. p. o. cars authorized, 11.40 ft., Omaha and Arlington; r. p. o. cars run, 60 by 9, 7 t. a. w., Omaha and Arlington, 32.35 m.; apt. 20 by 9, 7 t. a. w., Omaha and Arlington, 32.35 m.; r. p. o. car pay \$908.76 per annum, being \$25 per m. for 32.35 m.	14	200.92	6,527.89
157051	Omaha, Arlington.....	.....do.....	119.96	862	22	apt. 20 by 9, 6 t. a. w., Platte River Junction (n. o.) and Hastings, 119.61 m.	6	78.66	9,498.06
157052	Platte River Junction (n. o.), Hastings.	.....do.....							
157053	Fairfield, Alma.....	Chicago, Burlington and Quincy Rwy. Co.	87.13	308	13	apt. 12 by 7, 6 out, 12 by 8, 6 in., Fairfield and Alma, 86.80 m.	6	50.45	4,396.70
157054	Fairbury, McCool Junction	.....do.....	50.60	174	15	apt. 12 by 7, 6 t. a. w., Fairbury and Fairmount, 42.50 m.; c. p. 6 t. a. w., Fairmount and McCool Junction, 7.94 m.	6	42.75	2,163.15
157055	Palmer, Burwell.....	.....do.....	69.41	567	26	apt. 14 by 9, 6 t. a. w., Palmer and Burwell, 68.80 m.; c. p. 6 t. a. w., Palmer and Burwell, 69.41 m.	12	66.69	4,628.95
157056	Linwood, Superior...	Chicago and North-western Rwy. Co.	122.52	591	27	apt. 19 by 9, 6 t. a. w., Linwood and Superior, 122.80 m.	6	67.54	8,275.00
157057	Ashland, Schuyler...	Chicago, Burlington and Quincy Rwy. Co.	50.23	287	25	apt. 14 by 7, 6 t. a. w., Ashland and Schuyler, 49.90 m.; c. p. 6 out, Ashland and Schuyler, 50.23 m.	9	48.73	2,447.70
157058	Vacant.	Missouri Pacific Rwy. Co.	59.20	267	11	apt. 16 by 7, 6 t. a. w., Talmage and Crete, 58.07 m.	6	47.02	2,788.53
157059	Talmage, Crete.....	.....do.....							
157060	Wayne, Bloomfield...	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	43.11	794	21	apt. 20 by 7, 12 t. a. w., Wayne and Bloomfield, 42.60 m.	12	76.09	3,280.23
157061	Vacant.	.....do.....							

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
NEBRASKA—continued.									
157062	Sioux City, Iowa, O'Neill.	Willmar and Sioux Falls Rwy. Co.	129.37	910	26	apt. 24 by 9, 6 t. a. w., Sioux City and O'Neill, 129.16 m., c. p. 6 out, Sioux City and O'Neill, 129.37 m.	9	81.22	10,507.43
157063	Kearney, Calloway.	Union Pacific R. R. Co.	65.92	520	14	apt. 17 by 7, 6 t. a. w., Kearney and Calloway, 65.46 m.	6	64.98	4,283.48
157064	Chicago, Rock Island and Pacific Junction (n. o.), Chicago, Rock Island and Pacific Junction (n. o.), Belleville, Kans.	Chicago, Rock Island and Pacific Rwy. Co.	145.29	7,283	30	r. p. o. cars authorized, 1 l. 40 ft., Omaha and Belleville; r. p. o. cars run, 50 by 9, 7 t. a. w., Union Pacific Transfer (n. o.) and Belleville, 151.56 m., apt. 30 by 9, 14 t. a. w., Union Pacific Transfer (n. o.) and Jansen, 111.37 m.; 30 by 9, 14 t. a. w.; 20 by 9, 6 t. a. w., thence to Fairbury, 6.58 m.; 30 by 9, 14 t. a. w., thence to Belleville, 33.60 m.; c. p. 7 t. a. w., Union Pacific Transfer (n. o.) and Belleville, 152.07 m.; Union Pacific Transfer (n. o.) and Chicago Rock Island and Pacific Junction (n. o.), 6.78 m., lap over route 157001. Route restated, r. p. o. car pay \$3,718.25 per annum, being \$25 per m. for 148.78 m.	28.25	194.94	28,850.38
157065	Culbertson, Imperial.	Chicago, Burlington and Quincy Rwy. Co.	49.33	215	14	r. p. o. car pay \$3,718.25 per annum, being \$25 per m. for 148.78 m. apt. 10 by 7, 3 t. a. w., Culbertson and Imperial, 49 m.	3	43.60	2,150.78
157066	Vacant.								
157067	Vacant.								
157068	Vacant.								
157069	Vacant.								
157070	Vacant.								
157071	Vacant.								
157072	Vacant.								
157073	Vacant.								
157074	California, Iowa, Fremont.	Chicago and Northwestern Rwy. Co.	32.23	20,627	26	r. p. o. cars authorized, 1 l. 50 ft., California and Arlington; 1 l. 50 ft., 1 l. 40 ft., thence to Fremont; r. p. o. cars run, 50 by 9, 7 t. a. w., California and Arlington, 23.40 m.; 50 by 9, 7 t. a. w., 60 by 9, 7 t. a. w., thence to Fremont, 8.18 m.; apt. 30 by 9, 6 t. a. w., Arlington and Fremont, 8.18 m.; c. p. 7 t. a. w., California and Fremont, 32.23 m.; r. p. o. car pay \$1,467.70 per annum, being \$40 per m. for 23.40 m., and \$60 per m. for 8.18 m.	17.54	337.72	10,684.71

157075	Pappio Junction (n. o.), Gilmore Junction (n. o.)	Chicago, Burlington and Quincy Rwy. Co.	3.90	396 25	apt. 14 by 7, 6 t. a. w., Pappio Junction (n. o.) and Gilmore Junction (n. o.), 3.90 m.	6	56.48	220.07
SOUTH DAKOTA.								
159001	Sioux City, Iowa, Edgeley, N. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	329.75	2,933 24.07	r. p. o. authorized, 41.40 ft., Sioux City, Iowa, and Elkpoint, S. Dak.; cars run, 50 by 9, 6 t. a. w., Sioux City, Iowa, and Elkpoint, S. Dak., 20.70 m.; apt. 50 by 9, 6 in, 24 by 9, 6 in, 25 by 9, 6 in, 29 by 9, 6 t. a. w., Sioux City and Elkpoint, 20.70 m.; 24 by 9, 6 out, 25 by 9, 6 in, 29 by 9, 6 t. a. w., thence to Mitchell, 116 m.; 24 by 9, 6 out, 25 by 9, 6 in, thence to Aberdeen, 128.60 m.; 13 by 8, 6 t. a. w., thence to Edgeley, 63.90 m.; c. p. 12 t. a. w., Yankton and Napa Station (n. o.), 6.10 m.; r. p. o. car pay, \$258.75 per annum, being \$12.50 per m. for 20.70 m.; apt. 25 by 9, 6 t. a. w., Canton and Chamberlain, 146.40 m.; c. p. 6 out 0 in, Canton and Worthing, 9.45 m., 6 t. a. w., thence to Lennox, 6.80 m., 6 out, 0 in, thence to Alexandria, 50 m., 0 t. a. w., thence to Kimball, 60.70 m., 6 t. a. w., thence to Chamberlain, 19.97 m. c. p. 7 t. a. w., Deadwood and Lead, 4.78 m.	9.10	141.07	46,517.88
159002	Canton, Chamber- lain.	do	146.92	2,705 26	r. p. o. authorized, 41.40 ft., Sioux Falls Junction (n. o.) and Woon- socket, cars run, 50 by 9, 6 t. a. w., Sioux Falls Junction (n. o.) and Woonsocket, 82.90 m.; r. p. o. car pay \$1,036.25 per annum, being \$12.50 per m. for 82.90 m.	8.90	137.65	20,223.53
159003	Deadwood, Lead	Chicago and North- western Rwy. Co.	4.78	831 14	apt. 27 by 9, 6 t. a. w., Marion and Tyndall, 44.10 m.; c. p. 6 t. a. w., Tyndall and Running Water, 18.47 m.	7	80.37	384.16
159004	Sioux Falls Junction (n. o.), Woonsocket.	Chicago, Milwaukee and St. Paul Rwy. Co.	83.04	1,097 22	apt. 27 by 9, 6 t. a. w., Tyndall and Platte, 61 m.; c. p. 12 t. a. w., Napa Station (n. o.) and Tyndall, 21.40 m., 0 out, 6 in, thence to Avon, 11.10 m.	6	88.92	7,933.91
159005	Marion, Running Water.	do	62.57	1,016 18.39	c. p. 6 t. a. w., Englewood and Spearfish, 31.32 m.	6	85.50	5,949.73
159006	Napa Station (n. o.), Platte.	do	82.59	762 14.89	apt. 12 by 7, 6 t. a. w., Sioux Valley Junction (n. o.) and Watertown, 44.37 m.; c. p. 6 t. a. w., Sioux Valley Junction (n. o.) and Castle- wood, 30.57 m., 0 t. a. w., residue, 14.10 m. Route restated.	7.95	75.24	6,214.07
159007	Englewood, Spearfish.	Chicago, Burlington and Quincy Rwy. Co.	31.32	121 15	c. p. 6 t. a. w., Bowdle and Everts, 40.83 m.	6	42.75	1,838.93
159008	Sioux Valley Junc- tion (n. o.), Water- town.	Chicago and North- western Rwy. Co.	44.67	421 20.79	c. p. 6 t. a. w., Centerville and Yankton, 29.09 m.	10.10	58.14	2,597.11
159009	Bowdle, Everts.	Chicago, Milwaukee and St. Paul Rwy. Co.	40.83	389 24.30	c. p. 12 t. a. w., Milbank and Sisseton, 37.47 m.	6	52.16	2,129.69
159010	Centerville, Yankton.	Chicago and North- western Rwy. Co.	29.09	290 22.90	apt. 25 by 9, 6 t. a. w., Oakes, N. Dak., and Huron, S. Dak., 135.51 m.	6	48.74	1,417.84
159011	Milbank, Sisseton	Chicago, Milwaukee and St. Paul Rwy. Co.	37.47	710 18.34	apt. 22 by 9, 7 t. a. w., Watertown and Redfield, 71.10 m.; 12 by 7, 6 t. a. w., thence to Gettysburg, 74.85 m.; c. p. 6 t. a. w., Watertown and Doland, 50.23 m., 0 t. a. w., thence to Redfield, 20.87 m.; 6 t. a. w., thence to Gettysburg, 75.19 m.	12	72.67	2,722.94
159012	Oakes, N. Dak., Hu- ron, S. Dak.	Chicago and North- western Rwy. Co.	135.96	982 26.34		6	84.64	11,507.65
159013	Watertown, Gettys- burg.	do	146.29	1,804 19.14		11.03	98.82	14,883.23

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159014	SOUTH DAKOTA—con. Tripp, Armour	Chicago, Milwaukee and St. Paul Rwy. Co.	Miles. 20.56	Pounds. 656	15.18	c. p. 12 t. a. w., Tripp and Armour, 20.56 m	12	Dollars. 70.11	Dollars. 1,441.46
159015	Linton, N. Dak., Orient, S. Dak. ....	.....do.....	116.93	292	19.11	apt. 29 by 9, 6 t. a. w., Linton and Roscoe, 75.30 m.; c. p. 8 t. a. w., Roscoe and Orient, 41.40 m. Route restated.	4.98	48.79	5,697.99
159016	Harlem, N. Dak., Andover, S. Dak. ....	.....do.....	55.79	276	10.62	apt. 19 by 8, 6 t. a. w., Harlem, N. Dak., and Andover, S. Dak., 55.60 m.	6	47.88	2,671.22
159017	Madison, Bristol .....	.....do.....	108.46	1,367	25.70	apt. 20 by 9, 6 t. a. w., Madison and Bristol, 103.20 m.	6	100.89	10,438.07
159018	Doland, Groton	Chicago and North-Western Rwy. Co.	39.18	249	14.10	c. p. 6 t. a. w., Doland and Groton, 39.18 m.	6	46.17	1,808.94
159019	Sioux Falls, Mitchell.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	72.23	2,305	21.84	apt. 30 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., Sioux Falls and Mitchell, 71.90 m.; c. p. 12 t. a. w., Sioux Falls and Salem, 39.60 m., 0 t. a. w., residue, 32.63 m.	19.57	182.52	9,571.91
159020	Elkton, Pierre	Chicago and North-Western Rwy. Co.	207.52	3,204	26.90	apt. 24 by 9, 6 t. a. w., 50 by 9, 7 t. a. w., Elkton and Brookings, 18.52 m.; 12 by 7 and 24 by 9, each 6 t. a. w., 50 by 9, 7 t. a. w., thence to Sioux Valley Junction (n. o.), 3.57 m.; 24 by 9, 6 t. a. w., 50 by 9, 7 t. a. w., thence to Iroquois, 49.85 m.; 24 by 9 and 25 by 9, each 6 t. a. w., 50 by 9, 7 t. a. w., thence to Pierre, 18.09 m.; 24 by 9 and 25 by 9, each 6 t. a. w., thence to Huron, 119.14 m.; c. p. 6 t. a. w., Brookings and Sioux Valley Junction (n. o.), 3.57 m.	13.15	145.35	30,163.03
159021	Watertown, Huron...	Duluth, Watertown and Pacific Rwy. Co.	70.46	524	29.16	apt. 22 by 9, 7 out, 30 by 9, 7 in, Watertown and Huron, 69.54 m.	7	64.98	4,579.79
159022	Hawarden, Iowa, Iroquois, S. Dak.	Chicago and North-Western Rwy. Co.	126.57	2,058	20.06	apt. 25 by 9, 6 t. a. w., Hawarden and Iroquois, 126.26 m.; c. p. 12 out, 6 in, Hawarden and Hurley, 40.91 m., 6 t. a. w., thence to Parker, 8.86 m.	9.32	128.25	16,232.60
159023	Vacant.	Chicago, Burlington and Quincy Rwy. Co.	107.06	944	19	apt. 14 by 9, 7 out, 15 by 9, 7 in, Deadwood and Edgemont, 106.90 m.; c. p. 21 out, 20 in, Deadwood and Pluma, 1.96 m.	7.37	82.93	8,373.43
159024	Deadwood, Edgemont.	Chicago and North-Western Rwy. Co.	13.89	322	23	c. p. 14 t. a. w., Buffalo Gap and Hot Springs, 13.89 m.	14	51.90	712.55
159025	Buffalo Gap, Hot Springs.	Chicago and North-Western Rwy. Co.	166.28	5,288	26.06	r. p. o. authorized, 11.40 ft. and 11.50 ft., Ortonville, Minn., and Milwaukee, S. Dak.; 11.50 ft., Milwaukee and Aberdeen, S. Dak.; cars run 59 by 9, 7 out, 60 by 9, 7 in, 60 by 9, 6 t. a. w., Ortonville and Milwaukee, S. Dak.	10.59	173.56	28,859.55

159027	Minnekahta, Hot Springs.	Chicago, Burlington and Quincy Rwy. Co.	13.50	104	23	bank, 12 m.; 69 by 9, 7 out, 60 by 9, 7 in, thence to Aberdeen, 96.50 m.; apt. 60 by 9, 6 t. a. w., Milbank and Aberdeen, 96.50 m.; 29 by 9, 6 t. a. w., thence to Roscoe, 41.60 m.; c. p. 6 t. a. w., Roscoe and Bowdle, 15.43 m.; r. p. o. car pay, \$4,640 per annum, being \$65 per m. for 12 m., and \$40 per m. for 96.50 m. c. p. 14 t. a. w., Minnekahta and Hot Springs, 13.50 m.	14	42.75	577.12
159028	Woonsocket, Wessington Springs.	Chicago, Milwaukee and St. Paul Rwy. Co.	15.98	237	25.86	c. p. 6 t. a. w., Woonsocket and Wessington Springs, 15.98 m.	6	49.59	792.44
159029	Whitewood, Bellefourche.	Chicago and North-Western Rwy. Co.	19.01	610	22	c. p. 6 t. a. w., Whitewood and Bellefourche, 19.01 m.	6	68.40	1,300.28
159030	Sioux Falls, Wentworth.	South Dakota Central Rwy. Co.	36.08	190	16.38	c. p. 12 t. a. w., Sioux Falls and Wentworth, 36.08 m.	12	42.75	1,540.28
159031	Sioux Falls, Yankton.	Willmar and Sioux Falls Rwy. Co.	62.72	1,417	25.44	apt. 20 by 9, 6 t. a. w., Sioux Falls and Yankton, 62.44 m.; c. p. 1 t. a. w.; Sioux Falls and Yankton, 62.72 m.	7	102.60	6,435.07
159032	Vacant.	Chicago, Burlington and Quincy Rwy. Co.	1.30	207	8	c. p. 20 out, 23 in, Pluma and Lead, 1.30 m.	24	42.75	55.57
159033	Pluma, Lead.	Chicago, Burlington and Quincy Rwy. Co.	40.36	450	13	c. p. 6 t. a. w., Chamberlain and Preabo, 40.36 m.	6	59.85	2,415.54
159034	Chamberlain, Preabo.	Chicago, Milwaukee and St. Paul Rwy. Co.	21.04			Agreement.	6		899.46
159035	Armour, Stickney.	do							
NORTH DAKOTA.									
161001	Casselton, Aneta.	Great Northern Rwy. Co.	67.68	848	22.92	apt. 25 by 9, 6 t. a. w., Casselton and Aneta, 66.91 m.; c. p. 6 t. a. w., Casselton and Ripon Junction (n. o.), 10.26 m.	6.90	78.66	5,323.70
161002	Grand Forks, boundary line (n. o.).	do	80.99	2,123	28.98	apt. 18 by 9, 13 t. a. w., Grand Forks and Grafton, 39.59 m.; 7 t. a. w., thence to boundary line (n. o.), 41.40 m.	9.93	129.96	10,525.46
161003	Breckenridge, Minn., Hannah, N. Dak.	do	227.80	9,588	27.75	r. p. o. authorized, 1.40 ft., and 1.50 ft., Breckenridge, Minn., and Larimore, N. Dak.; cars run 60 by 9, 7 out, 60 by 9, 7 in, Breckenridge and Larimore, 130.53 m.; apt. 25 by 9, 6 t. a. w., Breckenridge and Larimore, 130.53 m., 30 by 9, 6 t. a. w., thence to Hannah, 97.06 m.; r. p. o. car pay, \$4,242.22 per annum, being \$32.36 per m. for 130.53 m.	10.01	219.73	50,054.49
161004	Vacant.	Northern Pacific Rwy. Co.	109.08	1,027	22.50	apt. 21 by 9, 6 t. a. w., Fargo and Edgeley, 108.56 m.	6	86.85	9,419.05
161005	Fargo, Edgeley.	do							
161006	Jamestown, Leeds.	do	107.61	647	20.40	apt. 50 by 9, 6 t. a. w., Jamestown and Leeds, 107.39 m.	6	70.11	7,544.53
161007	Sanborn, McHenry.	do	62.97	651	20.86	apt. 15 by 9, 6 t. a. w., Sanborn and McHenry, 62.75 m.	6	70.11	4,414.82
161008	Fargo, N. Dak., Ortonville, Minn.	Chicago, Milwaukee and St. Paul Rwy. Co.	118.95	1,015	26.70	apt. 20 by 9, 7 t. a. w., Fargo, N. Dak., and Ortonville, Minn., 118.20 m.	7	85.50	10,170.22
161009	Blmarck, Garrison.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	77.58	798	14.21	apt. 12 by 7, 6 t. a. w., Blmarck and Garrison, 77.14 m. Route restated.	6	76.09	5,903.05

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.			15.97	Dollars. 519.84	Dollars. 648,079.32
161210	NORTH DAKOTA—con. Fargo, N. Dak., Spokane, Wash.	Great Northern Rwy. Co.	1,246.69	37,714	29.62	r. p. o. authorized, 11.50 ft. and 11.60 ft., Fargo and Grand Forks, N. Dak.; 11.60 ft., Grand Forks and Minot, N. Dak.; 11.50 ft., Minot, N. Dak., and Havre, Mont.; 11.50 ft., Havre, Mont., and Spokane, Wash.; cars run 50 by 9 and 60 by 9, each 7 t. a. w., Fargo and Grand Forks, 78.11 m., 60 by 9, 7 t. a. w., thence to Minot, 206.66 m.; 60 by 9, 7 t. a. w., thence to Havre, 429.85 m.; 60 by 9, 7 out, thence to Spokane, 632.07 m.; apt. 25 by 9, 6 t. a. w., 30 by 9, 13 t. a. w., Grand Forks and Laramie, 27.77 m.; 30 by 9 and 60 by 9, each 7 t. a. w., thence to Minot, 21.19 m.; 30 by 9, 6 t. a. w., 60 by 9, 7 t. a. w., thence to Williston, 130.79 m.; 60 by 9, 7 t. a. w., thence to Havre, 309.06 m.; 25 by 9 and 30 by 9, each 7 t. a. w., 60 by 9, 7 in, thence to Pacific Junction (n. o.), 4.14 m.; 30 by 9, 7 t. a. w., 60 by 9, 7 in, thence to Spokane, 527.93 m.; r. p. o. car pay \$45.198.30 per annum, being \$90 per m. for 78.11 m., \$50 per m. for 206.66 m., \$40 per m. for 429.85 m., and \$20 per m. for 632.07 m. apt. 22 by 9, 7 t. a. w., Tintah Junction (n. o.), Minn., and Aberdeen, S. Dak., 118.70 m.	7	97.47	11,569.68
161011	Tintah Junction (n. o.), Minn., Aberdeen, S. Dak.	.....do.....	118.70	1,287	25.98	apt. 20 by 9, 6 t. a. w., Churches Ferry and St. John, 54.78 m.	6	75.24	4,148.46
161012	Churches Ferry, St. John, N. Dak., Missoula, Mont.	.....do.....	55.07	764	22.98	r. p. o. authorized, 11.50 ft. and 11.60 ft., Fargo and Jamestown, N. Dak.; 11.40 ft. and 11.60 ft., Jamestown, N. Dak., and Logan Station (n. o.), Mont.; 11.60 ft., Logan Station (n. o.), and Helena, Mont.; 11.40 ft., Helena and Garrison, Mont.; 21.40 ft., Garrison and Missoula, Mont.; cars run 60 by 9, 14 t. a. w., Fargo and Jamestown, 92.81 m., 14 t. a. w., thence to Logan Station (n. o.), 713.89 m., 7 t. a. w., thence to Helena, 73.78 m., 7 t. a. w., thence to Garrison, 50.79 m., 14 t. a. w., thence to Missoula, 72.36 m.; apt. 30 by 9, 7 in, Fargo and Jamestown, 92.81 m.; 21 by 9 and 30 by 9, each 7 t. a. w., Billings and Laurel, 16.24 m.; 30 by 9, 7 t. a. w., thence to Logan, 149.40 m.; 20 by 9, 7 t. a. w., thence to Helena, 73.78 m.; 30 by 9, 7 t. a. w., Garrison and Missoula, 72.36 m.; c. p. 7 t. a. w., Billings and Helena, 238.42 m.; 13 t. a. w., thence to Clough Junction (n. o.), 9.05	17.80	351.57	352,986.82

161014	Rugby, Antler.....	Great Northern Rwy. Co.	80.59	900	22.60	m.; 7 t. a. w.; thence to Garrison, 41.74 m, land grant, r. p. o. car pay, \$70.97, 45 per annum, being \$95 per m. for 92.81 m., \$76 per m. for 713.39 m., \$50 per m. for 73.78 m., \$25 per m. for 50.79 m., and \$50 per m. for 72.95 m.	6	81.22	6,645.51
161015	Hankinson, Oakes....	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	53.98	1,303	22.44	apt. 22 by 9, 6 t. a. w. Rugby and Antler, 80.25 m. Route restated....	6	98.32	5,798.91
161016	Grand Forks, Pembina.	Northern Pacific Rwy. Co.	93.84	907	23.62	apt. 25 by 9, 6 out, 34 by 9, 6 in, Hankinson and Oakes, 58.15 m.....	7	81.22	7,621.68
161017	Wahpeton, Oakes.....	do	74.67	471	19.20	apt. 30 by 9, 7 t. a. w., Grand Forks and Pembina, 98.80 m.....	6	61.56	4,586.68
161018	Hankinson, Portal....	Minneapolis St. Paul and Sault Ste. Marie Rwy. Co.	345.10	11,321	27.66	Route restated. r. p. o. authorized, 1 l. 40 ft., Hankinson and Enderlin, N. Dak.; cars run 50 by 9, 7 t. a. w., Hankinson and Enderlin, 51.48 m.; apt. 30 by 9, 7 t. a. w., Hankinson and Enderlin, 51.48 m.; 30 by 9 and 50 by 9, each 7 t. a. w., thence to Portal, 293.13 m.; r. p. o. car pay, \$1,287 per annum, being \$25 per m. for 51.48 m.	14	238.54	82,320.15
161019	Vacant.	Great Northern Rwy. Co.	48.79	416	18	apt. 18 by 9, 6 t. a. w., Grafton and Walhalla, 48.29 m.; c. p. 3 out, 0 in, Grafton to Walhalla, 48.79 m.	7.50	58.14	2,836.65
161020	Oakes, Bismarck.....	Minneapolis St. Paul and Sault Ste. Marie Rwy. Co.	156.99	704	17.28	apt. 30 by 9 (av.), 6 t. a. w., Oakes and Bismarck, 156.19 m.....	6	72.67	11,408.46
161022	Wishek, N. Dak., Pollock, S. Dak.	do	70.14	281	13.80	c. p. 6 t. a. w., Wishek, N. Dak., and Pollock, S. Dak., 70.14 m. Route restated.	6	47.88	3,358.30
161023	Vacant.	Farmers Grain and Shipping Co.	66.02	316	17.52	apt. 24 by 9, 6 t. a. w., Devils Lake and Hansboro, 65.78 m.....	6	50.44	3,330.04
161024	Devils Lake, Hansboro	Northern Pacific Rwy. Co.	69.60	202	14.46	apt. 20 by 9, 6 t. a. w., Jamestown and Oakes, 69.34 m.....	6	42.75	2,975.40
161026	Vacant.	Great Northern Rwy. Co.	61.54	541	16.26	apt. 25 by 9, 6 t. a. w., Granville and Sherwood, 61.26 m.....	6	65.83	4,651.17
161027	Granville, Sherwood..	do	73.08	377	24	apt. 16 by 9, 6 t. a. w., Lakota and Sault Ste. Marie, 72.74 m.....	6	54.72	3,998.93
161029	Lakota, Sault Ste. Marie.	Northern Pacific Rwy. Co.	60.44	414	19.90	apt. 24 by 9, 6 t. a. w., Casselton and Marion, 60.24 m.....	6	57.28	3,462.00
161030	Casselton, Marion.....	do	45.80	232	11.37	apt. 16 by 9, 6 t. a. w., Towner and Maxbass, 45.47 m.....	6	44.46	2,036.26
161031	Towner, Maxbass.....	do	34.35	189	10.81	c. p. 6 t. a. w., York and Thorne, 34.35 m.....	6	42.75	1,468.46
161032	York, Thorne.....	do	63.21	236	16.81	c. p. 7 t. a. w., Rutland and Forbes, 63.21 m.....	7	48.73	3,080.22
161034	Thief River Falls, Minn., Kenmare, N. Dak.	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	800.04	561	16.42	apt. 30 by 9, 6 t. a. w., Thief River Falls, Minn., and Overly, N. Dak., 203.50 m.; 31 by 9, 6 t. a. w., thence to Kenmare, N. Dak., 96.10 m.	6	66.69	20,009.66
161035	Ripon (n. o.), Portland Junction (n. o.).	Great Northern Rwy. Co.	41.35	.....	.....	Agreement.....	6	.....	1,767.71
161036	Carrington, Turtle Lake.	Northern Pacific Rwy. Co.	84.69	.....	.....	do.....	6	.....	3,620.49
161037	Edgeley, Streeter.....	do	41.57	.....	.....	do.....	6	.....	1,777.11
161038	Fargo, Casselton.....	Great Northern Rwy. Co.	22.15	1,149	20.10	apt. 25 by 9, 6 t. a. w., Fargo and Casselton, 21.50 m. New from July 1, 1906; lap service over route No. 161013, which is land grant.	6	9.57	211.97

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille for transportation.	Dollars.	Annual rate of pay for transportation.
MONTANA.										
168001	Silverbow, Garrison.	Northern Pacific Rwy. Co.	Miles. 45	Pounds. 14,636	28.92	r. p. o. authorized, 11.40 ft., Silverbow and Garrison; cars run 60 by 9, 7 t. a. w., Silverbow and Garrison, 44.42 m.; apt. 30 by 9, 7 t. a. w., Silverbow and Garrison, 44.42 m.; c. p. 7 t. a. w., Silverbow and Garrison, 45 m.; r. p. o. car pay, \$1,110.50 per annum, being \$25 per m. for 44.42 m.	21		Dollars. 273.60	12,312.00
168002	Logan Station (n. o.), Butte.	.....do.....	72.24	17,582	22.32	r. p. o. authorized, 11.40 ft., Logan Station (n. o.) and Butte; cars run: 60 by 9, 7 t. a. w., Logan Station (n. o.) and Butte, 70.90 m.; apt., 30 by 9 and 20 by 9, each 7 t. a. w., Logan Station (n. o.) and Butte, 70.90 m.; c. p. 6 in, Sappington and Butte, 63.68 m.; r. p. o. car pay, \$1,772.50 per annum, being \$25 per m. for 70.90 m.	23.20		305.23	22,049.81
168003	Whitehall, Alder.	.....do.....	45.44	604	14.46	apt. 22 by 9, 6 t. a. w., Whitehall and Alder, 45.25 m.	6		68.40	3,108.09
168004	Drummond, Phillipsburg.	.....do.....	26.56	363	16.80	c. p. 6 t. a. w., Drummond and Phillipsburg, 26.56 m.	6		53.96	1,429.98
168005	Butte, Great Falls.	Montana Central Rwy. Co.	171.47	2,943	23.40	apt. 25 by 9, 14 t. a. w., Butte and Great Falls, 170.89 m.	14		141.07	24,198.27
168006	Lombard, Lewistown.	Montana R. R. Co.	156.93	1,046	16.44	apt. 14 by 7, 6 out, 11 by 7, 6 in, Lombard and Lewistown, 156.80 m.	6		87.21	13,685.86
168007	Birdseye, Marysville.	Northern Pacific Rwy. Co.	14.01	127	15.64	c. p. 6 t. a. w., Birdseye and Marysville, 14.01 m.	6		42.75	598.92
168008	Missoula, Hamilton.	.....do.....	48.35	747	25.86	Route restated.	6		74.38	3,594.27
168009	Silverbow, Butte.	.....do.....	8.36	18,088	24	apt. 15 by 9, 6 t. a. w., Missoula and Hamilton, 47.82 m.	35		309.51	2,587.50
168010	Butte, Anaconda.	Butte, Anaconda and Pacific Rwy. Co.	26.82	1,796	27.48	r. p. o. authorized, 11.40 ft., Silverbow and Butte; cars run 60 by 9, 7 t. a. w., Silverbow and Butte, 6.98 m.; apt. 30 by 9, 21 t. a. w., Silverbow and Butte, 6.98 m.; c. p. 7 t. a. w., Silverbow and Butte, 8.36 m.; r. p. o. car pay, \$174.50 per annum, being \$25 per m. for 6.98 m.	28		118.84	3,187.28
168011	Laurel Junction (n. o.), Red Lodge.	Northern Pacific Rwy. Co.	44.30	606	22	apt. 16 by 9 and 22 by 9 each 7 t. a. w., Butte and Anaconda, 25.70 m.; c. p. 14 t. a. w., Butte and Anaconda, 26.82 m.	7		68.40	3,023.28
168012	Livingston, Gardiner.	.....do.....	54.63	331	17.04	apt. 21 by 9, 7 t. a. w., Laurel Junction (n. o.) and Red Lodge, 43.96 m.	6		55.57	3,035.78
168013	Vacant.	.....do.....	258.70	22,759	23.56	c. p. 6 t. a. w., Livingston and Gardiner, 54.63 m.	21.65		287.96	74,495.25
168014	Missoula, Mont., Spokane, Wash.	.....do.....				r. p. o. authorized, 21.40 ft., Missoula, Mont., and Spokane, Wash.; cars run 60 by 9, 14 t. a. w., Missoula and Spokane, 258.39 m.; apt., 25 by 9, 7 out, 20 by 9, 7 in, Missoula and Desmet, 6.58 m.; c. p. 7 t. a. w., Missoula and Hauser, 238.56 m.; 13 t. a. w., thence to Spokane, Wash.				

163015	Great Falls, Nelhart..	Montana Central Rwy. Co.	66.70	159	12	kane, 20.14 m., land grant; r. p. o. car pay, \$12,919.50 per annum, being \$50 per m. for 253.39 m.	42.75	2,851.42
163016	Pacific Junction (n. o.), Great Falls, Co.	Great Northern Rwy. Co.	119.16	3,152	27.96	c. p. 3 t. a. w., Great Falls and Nelhart, 66.70 m	144.49	17,217.42
163017	Desmet, Mont., Wallace, Idaho.	Northern Pacific Rwy. Co.	128.66	792	19.78	apt. 25 by 9, 7 t. a. w., Pacific Junction (n. o.) and Great Falls, 119.08 m.	76.09	9,789.73
163018	Gateway, Rexford....	Great Northern Rwy. Co.	9.33	339	25.56	apt. 25 by 9, 7 out, 20 by 9, 7 in, Desmet and Wallace, 128.27 m	52.15	496.55
163019	Great Falls, Sweetgrass.	.....do.....	139.12	448	15.96	c. p. 6 t. a. w., Gateway and Rexford, 9.33 m	59.85	8,326.88
163020	Sappington (n. o.), Norris.	Northern Pacific Rwy. Co.	20.91	316	10.56	c. p. 6 t. a. w., Great Falls and Shelby, 100.08 m., 3 t. a. w., thence to Sweetgrass, 39.09 m. Route restated.	50.44	1,054.70
163021	Toluca Station (n. o.), Mont., Cody, Wyo.	Chicago, Burlington and Quincy Rwy. Co.	130.90	1,179	16	c. p. 6 t. a. w., Sappington (n. o.) and Norris, 20.91 m	92.34	12,087.80
163022	Harrison, Pony.....	Northern Pacific Rwy. Co.	6.82	154	18.90	apt. 17 by 7, 6 t. a. w., Toluca Station (n. o.) and Cody, 129.80 m	42.75	291.55
163023	Vacant.	Great Northern Rwy. Co.	15.01	972	25.32	c. p. 6 t. a. w., Harrison and Pony, 6.82 m	83.79	1,257.68
163024	Columbia Falls, Kalispell.	.....do.....				c. p. 14 t. a. w., Columbia Falls and Kalispell, 15.01 m		
WYOMING.								
164001	Granger, Wyo., Pocatello, Idaho.	Oregon Short Line R. Co.	214.71	39,328	29	r. p. o. authorized, 11.60 ft., Granger and Pocatello; r. p. o. run 60 by 9, 7 t. a. w., Granger and Pocatello, 214.38 m.; apt. 40 by 9, 7 t. a. w., Granger and Pocatello, 214.38 m.; c. p. 7 t. a. w., Kemmerer and Moyer Junction, 2.63 m. Route restated. Part Pocatello and Huntington covered by 170,002; r. p. o. pay, \$10,719 per annum, being \$50 per m. for 214.38 m.	537.79	115,468.89
164002	Cheyenne, Orin.....	Colorado and Southern Rwy. Co.	154.22	1,065	24	apt. 22 by 9, 6 t. a. w., Cheyenne and Orin, 153.85 m	88.92	13,713.24
164003	Casper, Wolton.....	Wyoming and Northwestern Rwy. Co.	65.79			Agreement. Not weighed		2,812.52
164004	Edgemont, S. Dak., Billings, Mont.	Chicago, Burlington and Quincy Rwy. Co.	365.90	8,087	28	apt. 60 by 9, 14 t. a. w., Edgemont and Billings, 355.70 m	208.49	74,456.99
164005	Bellefourche S. Dak., Aladdin, Wyo.	Wyoming and Missouri River R. Co.	18.08	189	9	c. p. 6 t. a. w., Bellefourche, S. Dak., and Aladdin, Wyo., 18.08 m	42.75	770.78
164006	New Castle, Cambria.	Chicago, Burlington and Quincy Rwy. Co.	7.21	139	8	c. p. 6 t. a. w., New Castle and Cambria, 7.21 m	42.75	308.22
164007	Junction, Sunrise....	Colorado and Wyoming Rwy. Co.	15.61	180	10	c. p. 6 t. a. w., Junction and Sunrise, 15.61 m	42.75	687.82
164008	Moyer Junction (n. o.), Cumberland.	Oregon Short Line R. Co.	16.31	145	11	c. p. 6 t. a. w., Moyer Junction (n. o.) and Cumberland, 16.31 m	42.75	697.25
COLORADO.								
165001	Pueblo, Trinidad.....	Denver and Rio Grande R. Co.	91.79	5,288	27.44	apt. 30 by 9, 7 t. a. w., Pueblo and Cucharas, 49.89 m.; c. p. 7 t. a. w., Pueblo and Trinidad, 91.79 m.	178.56	15,931.07
165002	Brighton, Boulder....	Union Pacific R. Co.	27.80	315	12.83	c. p. 6 t. a. w., Brighton and Boulder, 27.80 m	50.44	1,402.23

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
165003	COLORADO—continued. Denver, Fort Collins..	Colorado and Southern Rwy. Co.	74.97	4,332	27	apt. 24 by 9, 14 t. a. w., 16 by 7, 7 t. a. w., 15 by 8, 7 t. a. w., Denver and Argo Junction (n. o.), 3 m., 24 by 9, 14 t. a. w., thence to Fort Collins, 71.15 m.; c. p. 21 out, 14 in, Denver and Boulder, 30.09 m., 14 out, 7 in, thence to Fort Collins, 44.88 m.	27.98	160.74	12,060.87
165004	Mears (n. o.), Colo., Española, N. Mex.	Denver and Rio Grande R. R. Co.	194.76	677	15.24	apt. 20 by 7, 6 out, 15 by 7, 6 in, Mears (n. o.) and Alamosa, 74.82 m., 20 by 7, 7 t. a. w., thence to Antonito, 28.61 m., 20 by 7, 6 t. a. w., thence to Española, 91.30 m.	6.14	70.96	13,820.16
165005	Denver, Leadville....	Colorado and Southern Rwy. Co.	152.28	897	17	apt. 16 by 7, 7 out, 16 by 8, 7 in, Denver and Leadville, 151.64 m.; c. p. 12 out, 6 in, Denver and Sheridan Junction (n. o.), 8.50 m., 6 out, 0 in, thence to Breckenridge, 102.10 m.	9.51	80.87	12,288.74
165006	Lajunta, Colo., El Paso, Tex.	Atchafson, Topeka and Santa Fe Rwy. Co.	601.71	19,363	28.82	r. p. o. authorized, 11.30 ft., Lajunta, Colo., and Albuquerque, N. Mex., 11.40 ft., Albuquerque and Isleta, N. Mex.; cars run 60 by 9, 7 t. a. w., Lajunta, Colo., and El Paso, Tex., 601.13 m.; c. p. 7 t. a. w., Lajunta and Las Vegas, 215.27 m., 7 out, 14 in, thence to Isleta, 144.79 m.; r. p. o. car pay, \$14.214 per annum, \$40 per m. for 847.60 m. and \$25 for 12.56 m.	16.21	824.04	194,978.10
165007	Denver, Colo., Chey- enne, Wyo.	Union Pacific R. R. Co.	107.68	11,962	29.39	apt. 21 by 9, 7 out, 25 by 9, 7 in, 22 by 9 and 26 by 9 each, 7 t. a. w., Denver and Lasalle, 46.88 m., 22 by 9 and 26 by 9 each, 7 t. a. w., thence to Cheyenne, 60.39 m.; c. p. 13 t. a. w., Denver and Brighton, 19.64 m., 7 t. a. w., thence to Lasalle, 27.32 m.	21.19	245.88	26,422.51
165008	Louisville Junction (n. o.), Lafayette.	Colorado and Southern Rwy. Co.	6.30	238	15.98	c. p. 7 t. a. w., Boulder and Ward, 26.48 m.	14	44.46	280.09
165009	Boulder, Ward	Colorado and North-western R. R. Co.	26.46	242	11.91	c. p. 7 t. a. w., Boulder and Ward, 26.48 m.	7	46.81	1,199.80
165010	Denver, Pueblo.....	Colorado and Southern Rwy. Co.	119.13	3,384	34.12	apt. 30 by 9, 7 t. a. w., Cucharas and Amethyst, 151.98 m.; c. p. 7 t. a. w., Cucharas and Walsenburg, 6.53 m., 7 out, 0 in, thence to Laveta, 15.10 m.	22.76	35.91	4,277.96
165011	Cucharas, Amethyst..	Denver and Rio Grande R. R. Co.	152.07	2,942	19.77	apt. 30 by 9, 7 t. a. w., Denver and Pueblo, 118.49 m.; c. p. 21 t. a. w., Denver and Colorado Springs, 74.61 m., 7 t. a. w., thence to Pueblo, 44.52 m. Lap over route 165005.	7.64	141.07	21,452.51
165012	Salida, Grand Junction.	.....do	209.34	2,687	17.87	apt. 20 by 7, 13 out, 15 by 7, 6 in, 25 by 7, 7 in, Salida and Mears Junction, 10.91 m., 20 by 7, 7 out, 25 by 7, 7 in, thence to Montrose, 125.72 m., 15 by 7, 7 t. a. w., thence to Grand Junction, 72.09 m.	7.31	137.65	28,815.65

165013	Edith, Lumberton, N. Mex.	Rio Grande and Pa- goa Springs R. Co.	6.02	64	12.06	c. p. 7 t. a. w., Edith and Lumberton, 6.02 m.	7	42.75	257.95
165014	Carbondale, Coalba- sin.	Crystal River R. Co.	28.85	79	11.60	c. p. 6 t. a. w., Carbondale and Coalbasin, 28.85 m. Route restated	6	42.75	1,238.93
165015	Como, Alma.....	Colorado and South- ern Rwy. Co.	32.98	187	13.88	c. p. 6 t. a. w., Como and Alma, 32.98 m.	6	42.75	1,409.89
165016	Gunnison, Crested Butte.	Denver and Rio Grande R. Co.	28.45	151	11.39	c. p. 6 t. a. w., Gunnison and Crested Butte, 28.45 m.	6	42.75	1,216.23
165017	Julesburg, Lasalle....	Union Pacific R. Co.	151.06	7,445	37	apt. 21 by 9, 7 out, 25 by 9, 7 in, Julesburg and Lasalle, 150.87 m., c. p. 7 t. a. w., Julesburg and Lasalle, 151.06 m.	14	198.65	29,705.94
165018	Glenwood Springs, Aspen.	Denver and Rio Grande R. Co.	43.01	261	15.04	c. p. 13 t. a. w., Glenwood Springs and Carbondale, 13.04 m., 7 t. a. w., thence to Aspen, 29.97 m.	8.81	47.02	2,022.83
165019	Denver, Newcastle.....	do.	379	12,036	28.60	apt. 30 by 9, 14 t. a. w., Denver and Newcastle, 378.21 m.; c. p. 49 out, 42 in, Denver and Military Junction, 8.79 m., 42 t. a. w., thence to Littleton, 2.08 m., 35 out, 21 in, thence to Colorado Springs, 64.59 m., 28 out, 21 in, thence to Pueblo, 44.48 m., 21 out, 14 in, thence to Canon City, 40.67 m., 14 t. a. w., thence to Leadville, 115.80 m., 7 out, thence to Newcastle, 102.59 m.	30.08	245.88	92,999.02
165020	Argo Junction (n. o.), Silver Plume.	Colorado and South- ern Rwy. Co.	52.38	1,414	15.08	apt. 15 by 8, 7 t. a. w., 16 by 7, 7 t. a. w., Argo Junction (n. o.) and Silver Plume, 52.14 m.	14	102.60	5,374.18
165021	Forks creek, Central City.	do.	11.34	224	12.63	c. p. 14 t. a. w., Forks creek and Central City, 11.34 m.	14	44.46	504.17
165022	Sheridan Junction (n. o.), Morrison.	do.	9.65	147	13.82	c. p. 6 t. a. w., Sheridan Junction (n. o.) and Morrison, 9.65 m.	6	42.75	412.53
165023	Denver, Colorado Springs.	do.	91.36	290	18.20	apt. 24 by 10, 7 t. a. w., Denver and Colorado Springs, 90.72 m.	7	48.73	4,461.97
165024	Gladstone, Silverton.....	Denver and Rio Grande R. Co.	43.15	463	13.87	Not adjusted; no distance circular.	7	60.70	2,619.20
165025	Delta, Somerset.....	Colorado and South- ern Rwy. Co.	2.77	122	18	c. p. 7 t. a. w., Delta and Somerset, 43.15 m. Route restated	14	42.75	118.41
165026	Dickey Station (n. o.), Dillon.	do.	24.91	1,040	23.79	apt. 16 by 7 (av.), 14 t. a. w., Dickey Station (n. o.) and Dillon, 2.75 m.	14	87.21	2,172.40
165027	Greeley, Fort Collins	Chicago, Burlington and Quincy Rwy. Co.	48.97	379	24.46	apt. 24 by 9, 14 t. a. w., Greeley and Fort Collins, 24.58 m.	14	54.72	2,679.63
165028	Denver, Lyons.....	do.	5.55	414	18.30	apt. 12 by 7, 6 t. a. w., Denver and Lyons, 48.20 m.; c. p. 6 t. a. w., Denver and Lyons, 48.97 m.	12	57.28	317.90
165029	Vacant.	Denver and Rio Grande R. Co.	7.66	280	21.89	c. p. 21 t. a. w., Colorado Springs and Manitou, 5.55 m.	21	47.02	360.17
165030	Colorado Springs, Manitou.	Canon City and Crip- ple Creek R. Co.	31.25	191	12.13	apt. 14 by 7, 7 t. a. w., Oro Junta Junction (n. o.) and Canon City, 7.24 m.	7	42.75	1,335.93
165031	Oro Junta Junction (n. o.), Canon City.	Denver and Rio Grande R. Co.	40.49	1,192	14.48	c. p. 6 t. a. w., Pagosa Junction and Pagosa Springs, 31.25 m.	6	98.19	3,773.26
165032	Pagosa Junction, Pa- goa Springs.	Colorado Springs and Cripple Creek Dis- trict Rwy. Co.	224.81	989	21.16	apt. 14 by 9, 7 t. a. w., Colorado Springs and Cameron, 40.20 m.; c. p. 7 out, 0 in, Colorado Springs and Cameron, 40.49 m.	10.50	84.64	19,027.91
165033	Colorado Springs, Cameron.	do.	138.04	9,384	32.04	apt. 21 by 9, 7 t. a. w., 6 by 9, 7 t. a. w., Colorado Springs and Divide, 26.80 m., 21 by 9, 7 t. a. w., thence to Glenwood Springs, 185.72 m.; c. p. 7 t. a. w., Colorado Springs and Glenwood Springs, 212.02 m., 14 t. a. w., thence to Newcastle, 12.79 m.	14.81	222.30	40,689.79
165034	Colorado Springs, Newcastle.	Achison Topeka and Santa Fe Rwy. Co.				apt. 30 by 9, 7 t. a. w., Denver and La Junta, 182.90 m.; c. p. 14 t. a. w., Denver and Pueblo, 119.07 m., 21 out, 28 in, thence to La Junta, 68.97 m.	24.66		
165035	Denver, La Junta.....								

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
	COLORADO—continued.								
165036	Townier, Pueblo.....	Kansas and Colorado Pacific Rwy. Co.	150.69	1,800	34.50	apt. 30 by 9, 7 t. a. w., Townier and Pueblo, 150.44 m.; c. p. 7 t. a. w., Townier and Pueblo, 150.59 m.	14	119.70	15,025.62
165037	Montrose, Ouray.....	Denver and Rio Grande R. R. Co.	36.38	1,441	19.06	apt. 20 by 7, 7 t. a. w., Montrose and Ouray, 35.90 m.	7	104.31	3,794.79
165038	Texas Creek, Westcliffe.....	do	25.35	286	20.17	c. p. 6 t. a. w., Texas Creek and Westcliffe, 25.35 m.	6	43.73	1,235.30
165039	Sunset, Eldora.....	Colorado and Northwestern R. R. Co.	20.26	152	13.35	c. p. 7 t. a. w., Sunset and Eldora, 20.26 m.	7	42.75	866.11
165040	Military Junction (n. o.), Fort Logan.	Denver and Rio Grande R. R. Co.	1.76	238	15.55	c. p. 14 t. a. w., Military Junction (n. o.) and Fort Logan, 1.76 m.	14	45.31	79.74
165041	Sapinero, Lake City.....	do	37	177	15.13	c. p. 6 t. a. w., Sapinero and Lake City, 37 m.	6	42.75	1,581.75
165042	Newcastle, Grand Junction.	do	77.36	5,885	34.71	apt. 30 by 9, 14 t. a. w., Newcastle and Grand Junction, 76.78 m.; c. p. 7 out, Newcastle to Grand Junction, 77.36 m.	17.50	180.40	18,965.74
165043	Vance, Telluride.....	Rio Grande Southern R. R. Co.	7.79	529	14.90	apt. 20 by 7, 14 t. a. w., Vance and Telluride, 7.40 m.	14	64.98	506.19
165044	Newcastle, Grand Junction.	Colorado Midland Rwy. Co.	77.47	155	29.73	c. p. 7 t. a. w., Newcastle and Grand Junction, 77.47 m. Lap over route 165042.	7	1.71	132.47
165045	Ridgway, Durango.....	Rio Grande Southern R. R. Co.	163.61	591	14.38	apt. 20 by 7, 7 t. a. w., Ridgway and Durango, 163.10 m.	7	67.54	11,050.21
165046	Cardiff, Gulch.....	Colorado Midland Rwy. Co.	15.12	48	6.83	c. p. 6 t. a. w., Cardiff and Gulch, 15.12 m.	6	42.75	646.38
165047	Pueblo, Cucharas.....	Colorado and Southern Rwy. Co.	49.41 6.24	2,652	25.86	apt. 30 by 9, 7 t. a. w., Pueblo and Trinidad, 96.60 m.; c. p. 7 t. a. w., Pueblo and Trinidad, 96.92 m. Lap service: Pueblo and Cucharas, 49.41 m.; over route 165041; Cucharas and Walsenburg, 6.24 m.; over route 165041.	14	28.22 35.91 136.90	7,264.15
165048	Moffat, Crestone.....	Denver and Rio Grande R. R. Co.	11.96	75	16	c. p. 6 t. a. w., Moffat and Crestone, 11.95 m.	6	42.75	510.86
165049	Vacant.								
165050	Basalt, Aspen.....	Colorado Midland Rwy. Co.	13.61	380	17.83	c. p. 14 t. a. w., Basalt and Aspen, 13.61 m.	14	55.57	1,034.15
165052	Trinidad, Tercio.....	Colorado and Wyoming Rwy. Co.	82.15	240	22.19	c. p. 14 t. a. w., Trinidad and Tercio, 32.15 m.	14	45.31	1,456.71

165053	Segundo, Primero.....do	4.51	67	25.86	c. p. 14 t. a. w., Segundo and Primero, 4.51 m.	14	42.75	192.20
165054	Junction (n. o.), Sunlight	1.33	30	10.68	c. p. 6 t. a. w., Junction (n. o.) and Sunlight, 1.33 m.	6	42.75	56.85
165055	Silverton, Eureka.....	9.63	84	16.39	c. p. 7 t. a. w., Silverton and Eureka, 9.63 m.	7	42.75	411.68
165056	Denver, Sulphur Springs	110.27	307	17.88	apt. 12 by 8, 7 t. a. w., Denver and Sulphur Springs, 109.36 m.	7	49.59	5,468.28
165057	Mack, Colo., Dragon, Utah	53.40	553	10.80	c. p. 7 t. a. w., Mack and Dragon, 53.40 m.	7	66.69	3,561.24
165058	Limon, Denver.....	90.48	2,335	36.43	c. p. 21 t. a. w., Limon and Denver, 90.48 m. Lap over route 155001	21	24.79	2,242.99
165059	Florence, Cripple Creek, R. R. Co.	40.67	224	15.34	apt. 14 by 7, 7 t. a. w., Oro Junta and Cripple Creek, 32.20 m.; c. p. 7 t. a. w., Florence and Oro Junta, 8.14 m.	7	44.46	1,808.18
165060	Divide, Cripple Creek, R. R. Co.	30.63	959	17.14	apt. 6 by 9, 7 t. a. w., Divide and Cameron, 19.70 m.; 6 by 9 and 14 by 9 each, 7 t. a. w., thence to Cripple Creek, 10.30 m.; c. p. 7 out, 0 in, Cameron to Cripple Creek, 10.39 m.	10.63	82.98	2,540.14
165061	Vacant.							
165062	Colorado Springs, Pueblo.	44.45	479	34.83	c. p. 21 out, 14 in, Colorado Springs and Pueblo, 44.45 m. Lap over route 153019.	17.50	5.13	228.02
165063	Vacant.	11.01			Agreement to June 30, 1910.	6	-----	470.67
165064	Fort Collins, Wellington, Colo.	106.77	4	20	c. p. 3 t. a. w., Sterling, Colo., and Cheyenne, Wyo., 106.77 m. Formerly part of route 157042.	3	42.75	4,564.41
165065	Sterling, Colo., Cheyenne, Wyo.							
NEW MEXICO.								
167001	Lamy, Santa Fe.....	18.88	874	22.55	c. p. 21 t. a. w., Lamy and Santa Fe, 18.88 m.	21	79.51	1,497.17
167002	Antonito, Silverton, Colo.	217.11	1,654	18.70	apt. 20 by 7, 7 t. a. w., Antonito and Carbon Junction, 168.87 m.; 20 by 7, 7 t. a. w., 9 by 8, 7 t. a. w., thence to Durango, 2.39 m.; 20 by 7, 7 t. a. w., thence to Silverton, 45.18 m.	7.07	112.86	24,563.03
167003	Isleta, N. Mex., Needles, Cal.	565.16	23,686	25.40	r. p. o. authorized 1.40 ft., Isleta N. Mex., and Needles, Cal.; r. p. o. run 69 by 9, 7 t. a. w., Isleta and Needles, 565.10 m.; apt. 30 by 9, 7 t. a. w., Williams and Needles, 199.80 m.; c. p. 7 out, 14 in, Isleta and Williams 365.30 m.; 0 out, 7 in, thence to Kingman, 138.50 m.; 3 out, 10 in, thence to McConico, 4.30 m.; 0 out, 7 in, thence to Needles, 57.06 m.; r. p. o. car pay \$14,127.50 per annum, \$25 per m. for 565.10 m. Land grant.	17.52	296.17	167,383.43
167004	Vacant.							
167005	Textline, Tex., Trinidad, Colo.	136.50	1,926	28.21	apt. 30 by 9, 7 t. a. w., Textline and Trinidad, 136.84 m.	7	124.83	17,039.23
167006	Rincon, Silver City.....	101.34	1,934	22	apt. 15 by 9, 7 t. a. w., Rincon and Silver City, 101.03 m.	7	124.83	12,650.27
167007	Vacant.							
167008	Nutt, Lake Valley.....	12.86	77	15.49	c. p. 6 t. a. w., Nutt and Lake Valley, 12.86 m.	6	42.75	549.76
167009	El Paso, Tex., Bisbee, Ariz.	247.47	2,998	22.32	apt. 16 by 9, 7 t. a. w., El Paso and Osborn, 239 m.; c. p. 7 t. a. w., El Paso and Osborn, 239.57 m., 28 t. a. w., thence Bisbee, 7.90 m. Route restated.	14.44	141.98	35,123.41

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

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			Miles.	Pounds.				Dollars.	Dollars.
167010	NEW MEXICO—cont'd.								
167010	Socorro, Magdalena.	Atchison, Topeka and Santa Fe Rwy. Co.	27.42	146	16.08	c. p. 6 t. a. w., Socorro and Magdalena, 27.42 m.	6	42.75	1,172.20
167011	Espanola, Santa Fe.	Denver and Rio Grande R. R. Co.	34.40	211	17.47	apt. 20 by 7, 6 t. a. w., Espanola and Santa Fe, 33.73 m.	6	42.75	1,470.60
167012	Lordsburg, N. Mex., Clifton, Ariz.	Arizona and New Mexico Rwy. Co.	71.09	872	24.90	apt. 16 by 8, 6 t. a. w., Lordsburg and Clifton, 70.93 m.; c. p. 1 t. a. w., Lordsburg and Clifton, 71.09 m.	7	79.51	5,652.36
167013	Whitewater, Santa Rita.	Atchison, Topeka and Santa Fe Rwy. Co.	18.67	132	10.69	c. p. 6 t. a. w., Whitewater and Santa Rita, 18.67 m.	6	42.75	798.14
167014	El Paso, Tex., Carrizozo, N. Mex.	El Paso and Northeastern Rwy. Co.	143.94	21,964	30.03	r. p. o. 60 by 9, 7 t. a. w., El Paso and Carrizozo, 143.90 m. (not authorized); apt. 30 by 9, 7 t. a. w., El Paso and Carrizozo, 143.90 m.; c. p. 7 t. a. w., Lordsburg and Hachita, 38.81 m.	14.06	352.26	50,704.30
167015	Lordsburg, Hachita.	Lordsburg and Hachita R. R. Co.	38.81	133	30.81	c. p. 7 t. a. w., Lordsburg and Hachita, 38.81 m.	7	42.75	1,659.12
167016	Texico, State line New Mexico and Texas (n. o.).	Pecos Valley and Northeastern Rwy. Co.	219.68	1,239	24.62	apt. 30 by 9, 7 t. a. w., Texico and Carlsbad, 186.09 m., 6 t. a. w. thence to State line (n. o.), 33.54 m.	6.84	94.90	20,847.63
167017	Hanover Junction (n. o.), Fierro.	Atchison, Topeka and Santa Fe Rwy. Co.	5.83	56	6.65	c. p. 6 t. a. w., Hanover Junction (n. o.) and Fierro, 5.83 m.	6	42.75	249.23
167018	Santa Fe, Torrance.	Santa Fe Central Rwy. Co.	116	351	17.35	c. p. 7 t. a. w., Santa Fe and Torrance, 116 m.	7	53.01	6,149.16
167019	Alamogordo Junction (n. o.), Cloudcroft.	Alamogordo and Sacramento Mountain Rwy. Co.	25	138	9.50	c. p. 7 t. a. w., Alamogordo Junction (n. o.) and Cloudcroft, 25 m.	7	42.75	1,068.75
167020	Texas and New Mexico State line (n. o.), Santa Rosa.	Chicago, Rock Island and El Paso Rwy. Co.	111.05	22,807	25.89	r. p. o. 60 by 9, 7 t. a. w., State line (n. o.) and Santa Rosa, 110.92 m. (not authorized); apt. 30 by 9, 7 t. a. w., State line (n. o.) and Santa Rosa, 110.92 m.	14	360.81	40,067.95
167021	Santa Rosa, Carrizozo.	El Paso and Rock Island Rwy. Co.	128.07	22,641	28.83	r. p. o. 60 by 9, 7 t. a. w., Santa Rosa and Carrizozo, 127.90 m. (not authorized); apt. 30 by 9, 7 t. a. w., Santa Rosa and Carrizozo, 127.90 m.	14	359.10	45,989.93
167022	Vacant.					Not adjusted.			
167023	Lumberton, El Vado.	Rio Grande and Southwestern R. R. Co.					7	53.01	2,517.44
167024	Carbon Junction (n. o.), Farmington.	Denver and Rio Grande R. R. Co.	47.49	344	16.06	apt. 9 by 8, 7 t. a. w., Carbon Junction (n. o.) and Farmington, 47.07 m.			

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

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			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
168022	ARIZONA—continued. Phoenix, Winkelman.	Phoenix and Eastern R. R. Co.	96.59	227	17.39	c. p. 7 t. a. w., Phoenix and Winkelman, 96.59 m.	7	44.46	4,294.89
168023	Redrock, Silverbell...	Arizona Southern R. R. Co.	20.30	52	13.37	c. p. 7 t. a. w., Redrock and Silverbell, 20.30 m.	7	42.75	867.82
168024	A. & C. Junction (n. o.), Salome.	Arizona and California Rwy. Co.	50.21	145	20	c. p. 7 t. a. w., A. & C. Junction and Salome, 50.21 m.	7	42.75	2,146.47
169001	UTAH. Ogden, Salt Lake City.	Oregon Short Line R. R. Co.	37.02	16,036	35.96	apt. 35 by 9, 14 t. a. w., 27 by 9, 7 t. a. w., 17 by 9, 14 t. a. w., Ogden and Salt Lake City, 36.50 m.; c. p. 7 t. a. w., Ogden and Salt Lake City, 37.02 m.	38.50	293.13	10,666.57
169002	Grand Junction, Colo., Ogden, Utah.	Rio Grande Western Rwy. Co.	329.27	4,806	29.45	apt. 30 by 9, 14 t. a. w., Grand Junction, Colo., and Thistle, Utah, 227.07 m.; 30 by 9, 14 t. a. w., 20 by 9, 7 t. a. w., thence to Springville, 14.33 m.; 30 by 9, and 20 by 9, each 14 t. a. w., thence to Salt Lake City, 49.51 m.; 30 by 9, 14 t. a. w., thence to Ogden, 36.89 m.; c. p. 7 out, Grand Junction, Colo., and Mounds, Utah, 154.01 m.; 13 out, 6 in, thence to Price, 16.26 m.; 7 out, thence to Provo, 77.18 m.; 7 t. a. w., thence to West Jordan, 83.71 m.; 21 t. a. w., thence to Salt Lake City, 10.73 m.; 14 out, 7 in, thence to Ogden, 37.33 m.	21.94	167.58	55,179.06
169003	Ogden, Utah, Silverbow, Mont.	Oregon Short Line R. R. Co.	390.28	5,233	27.54	apt. 35 by 9, 14 t. a. w., 27 by 9, 7 t. a. w., Ogden and Cache Junction, Utah, 48.80 m.; 35 by 9, 14 t. a. w., thence to Silverbow, Mont., 840.93 m.	14.88	173.57	67,740.89
169004	West Jordan, Bingham Canyon.	Rio Grande Western Rwy. Co.	14.84	508	18.10	c. p. 14 t. a. w., West Jordan and Bingham Canyon, 14.84 m.	14	64.12	951.54
169005	Salt Lake City, Utah, Caliente, Nev.	San Pedro, Los Angeles and Salt Lake R. R. Co.	324.19	52.78	27.55	r. p. o. (not authorized) 60 by 9, 7 t. a. w., Salt Lake City, Utah, and Caliente, Nev., 323.97 m.; apt. 17 by 9, 7 t. a. w., Salt Lake City and Thistle Junction, 85.05 m.; p. 7 t. a. w., Salt Lake City, Utah, and Caliente, Nev., 324.19 m. Route readjusted.	15.83	173.56	56,266.41
169006	Provo, Heber.....	Rio Grande Western Rwy. Co.	27.14	242	13.59	c. p. 7 t. a. w., Provo and Heber, 27.14 m.	7	45.32	1,229.98
169007	Cache Junction, Utah, Preston, Idaho.	Oregon Short Line R. R. Co.	42.69	834	15.35	apt. 27 by 9, 7 t. a. w., Cache Junction, Utah, and Preston, Idaho, 42.20 m.; c. p. 7 t. a. w., Cache Junction, Utah, and Preston, Idaho, 42.69 m.	14	77.81	3,321.70

169008	Echo City, Park City..	Union Pacific R. R. Co.	28.34	190	13.15	c. p. 7 t. a. w., Echo City and Park City, 28.34 m.	7	42.75	1,211.53
169009	Colton, Clearcreek...	Rio Grande Western Rwy. Co.	21.54	54	10.67	c. p. 6 t. a. w., Colton and Clearcreek, 21.54 m.	6	42.75	920.83
169010	Nephi, Mantl.....	San Pete Valley Rwy. Co.	43.35	108	13.75	c. p. 7 t. a. w., Nephi and Mantl, 43.35 m.	7	42.75	1,853.21
169011	Lehi Junction (n. o.), Fairfield Station (n. o.).	San Pedro, Los Angeles and Salt Lake R. R. Co.	20.30	212	13.63	c. p. 7 t. a. w., Lehi Junction (n. o.) and Fairfield Station (n. o.), 20.30 m. Route restated.	7	43.61	885.28
169012	Tintie Junction (n. o.), Eureka.	.....do.....	3.60	243	9.61	spt. 17 by 9, 14 t. a. w., Tintie Junction (n. o.) and Eureka, 3.52 m.	14	45.32	163.15
169013	Salt Lake City, Park City.	Rio Grande Western Rwy. Co.	35.48	611	13.65	c. p. 7 t. a. w., Salt Lake City and Park City, 35.48 m.	7	68.40	2,426.83
169014	Thistle, Marysville...	.....do.....	133.05	1,167	13.52	spt. 20 by 9, 7 t. a. w., Thistle and Marysville, 132.24 m.	7	92.34	12,285.88
169015	Springville, Silver City.	.....do.....	45.09	228	22.70	spt. 20 by 9, 7 t. a. w., Springville and Silver City, 44.46 m.	7	44.46	2,004.70
169016	Vacant.	.....do.....	16.94	130	13.50	c. p. 6 t. a. w., Mounds (n. o.) and Sunnyside, 16.94 m.	6	42.75	724.18
169017	Mounds (n. o.), Sunnyside.	San Pedro, Los Angeles and Salt Lake R. R. Co.	132.76	665	26.21	spt. 17 by 9, 14 t. a. w., Salt Lake City and Nephi, 87.85 m.; 7 t. a. w., thence to Lynn Junction (n. o.), 44.91 m.; c. p. 7 t. a. w., Salt Lake City and Nephi, 87.85 m. Route restated.	16.26	70.96	9,420.64
169018	Junction (n. o.).	Salt Lake and Mercur R. R. Co.	12.00	177	9.20	c. p. 7 t. a. w., Fairfield Station (n. o.) and Mercur, 12 m.	7	42.75	513.00
169019	Fairfield Station (n. o.), Mercur.	R. R. Co.	1.84	108	13.84	spt. 17 by 9, 14 t. a. w., Mammoth Junction (n. o.) and Robinson, 1.64 m.	14	42.75	78.66
169020	Mammoth Junction (n. o.), Robinson.	San Pedro, Los Angeles and Salt Lake R. R. Co.							
169021	Vacant.	Oregon Short Line R. R. Co.	53.27	275	15.63	spt. 17 by 9, 6 t. a. w., Corinne and Malad City, 45.80 m.; c. p. 6 t. a. w., Brigham and Corinne, 6.53 m.	6	47.88	2,550.56
169022	Brigham, Utah, Malad City, Idaho.	San Pedro, Los Angeles and Salt Lake R. R. Co.	24.39	168	12.30	c. p. 7 t. a. w., Milford and Newhouse, 24.39 m. Route restated.	7	42.75	1,042.67
169024	Milford, Newhouse...	.....do.....							
169025	Vacant.	.....do.....	2.47	46	9.20	spt. 17 by 9, 7 t. a. w., Tintie Junction (n. o.) and Silver City, 2.26 m. Formerly part of route 169011.	7	42.75	105.59
169026	Tintie Junction (n. o.), Silver City.	Southern Pacific Co.	148.26	155	20.93	spt. 17 by 9, 6 t. a. w., Ogden and Corinne, 24.73 m.; c. p. 6 t. a. w., Corinne and Umbria Junction (n. o.), 123.61 m. Formerly part of route 176001. A modifying order has been made curtailing this route to begin at Corinne, Utah, and end at Kelton, Utah, from July 1, 1906.	6	42.75	6,838.11
169027	Ogden, Umbria Junction (n. o.).	.....do.....							
IDAHO.									
170001	Shoshone, Ketchum..	Oregon Short Line R. R. Co.	70.11	548	19.31	c. p. 6 t. a. w., Shoshone and Ketchum, 70.11 m.	6	65.83	4,615.34
170002	Pocatello, Idaho, Huntington, Oreg.	.....do.....	326.84	36,539	31.78	r. p. o. authorized, 11.40 ft. and 11.60 ft., Pocatello, Idaho, and Huntington, Oreg., cars run 60 by 9, 14 t. a. w., Pocatello and Huntington, 326.84 m.; c. p. 7 t. a. w., Nampa and Weiser, 99.24 m. Formerly part of route 164001. r. p. o. car pay, \$24,490.50 per annum, being \$75 per m. for 326.84 m.	15.26	507.87	165,992.23

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
IDAHO—continued.									
170003	Wallace, Burke	Northern Pacific Rwy. Co.	7.16	412	7.50	c. p. 13 t. a. w., Wallace and Burke, 7.16 m.....	13	57.28	410.12
170004	Nampa, Boise	Oregon Short Line R. R. Co.	20.38	3,736	28.25	apt. 17 by 9, 21 t. a. w., Nampa and Boise, 19.80 m.; c. p. 14 t. a. w., Nampa and Boise, 20.38 m.....	35	152.19	3,101.63
170005	Nampa, Murphy	Boise, Nampa and Owyhee Rwy. Co., Ltd.	31.03	400	19	c. p. 7 t. a. w., Nampa and Murphy, 31.03 m.....	7	56.43	1,751.02
170006	Tekoa, Wash., Wallace, Idaho, Twin Falls.	Oregon R. R. and Navigation Co.	80.24	1,974	24.12	apt. 22 by 9, 7 t. a. w., Tekoa and Wallace, 79.85 m.....	7	126.54	10,163.56
170007	Minidoka, Twin Falls.	Oregon Short Line R. R. Co.	59.46	1,040	26.22	apt. 17 by 9, 7 t. a. w., Minidoka and Twin Falls, 58.99 m.....	7	87.21	5,185.50
170008	Pullman Junction (n. o.), Wash., Lewiston, Idaho.	Northern Pacific Rwy. Co.	60.67	4,315	18.10	apt. 30 by 9, 14 out, 7 in, 31 by 9, 7 in, Pullman Junction (n. o.) and Potlatch Junction (n. o.), 46.25 m.; 14 by 9, 6 t. a. w., 30 by 9, 14 out, 7 in, 31 by 9, 7 in, thence to Lewiston, 14.25 m.....	15.42	160.74	9,752.09
170009	St. Anthony, Idaho Falls.	Oregon Short Line R. R. Co.	38.31	1,062	27.97	apt. 17 by 8, 7 t. a. w., St. Anthony and Idaho Falls, 37.32 m.....	7	88.06	3,873.57
170010	Weiser, Council	Pacific and Idaho Northern Rwy. Co.	60.62	664	19.29	apt. 9 by 9, 6 t. a. w., Weiser and Council, 60.30 m.....	6	70.96	4,301.59
170011	Potlatch Junction (n. o.), Stites.	Northern Pacific Rwy. Co.	68.03	1,721	20.30	apt. 14 by 9, 6 t. a. w., Potlatch Junction (n. o.) and Stites, 62.71 m.....	6	116.28	7,829.12
170012	Blackfoot, Mackay	Oregon Short Line R. R. Co.	85.34	404	22.97	apt. 17 by 9, 3 t. a. w., Blackfoot and Mackay, 85.15 m.....	3	57.28	4,888.27
170013	Nampa, Emmett	Idaho Northern Rwy. Co., Ltd.	27.54	256	18.66	c. p. 7 t. a. w., Nampa and Emmett, 27.54 m.....	7	46.17	1,271.52
170014	Bonniers Ferry, Portland hill.	Great Northern Rwy. Co.	26.37	41	18.60	c. p. 3 t. a. w., Bonniers Ferry and Porthill, 26.37 m.....	3	42.75	1,127.31
WASHINGTON.									
171001	Portland, Oreg., Tacoma, Wash.	Northern Pacific Rwy. Co.	145.72	15,615	24.50	apt. 30 by 9, 21 out, 14 in, 31 by 9, 7 in, Portland and Chehalis, 91.87 m.; 30 by 9, 21 out, 14 in, 21 by 9, 6 out, 31 by 9, 7 in, 16 by 9, 6 in, thence to Centralia, 4.11 m.; 30 by 9, 21 out, 14 in, 31 by 9, 7 in, thence to Lakeview, 41.10 m.; 30 by 9, 23 out, 14 in, 20 by 9 and 31 by 9 each, 7 in, thence to Tacoma, 8.19 m.; c. p. 7 t. a. w., Portland and Lakeview, 137.08 m., 14 t. a. w., thence to Tacoma, 8.64 m.; land grant.	28.99	227.08	33,090.09

171002	Renton, Newcastle...	Columbia and Puget Sound R. R. Co.	6.59	321 14	c. p. 6 t. a. w., Renton and Newcastle, 6.59 m. Route restated.	6	42.75	281.72
171003	Olympia, Tenino	Port Townsend Southern R. R. Co.	16.20	312 20	c. p. 7 t. a. w., Olympia and Tenino, 16.20 m.	7	50.44	817.12
171004	Grange City Junction (n. o.), Wallula.	Oregon Railroad and Navigation Co.	82.46	1,966 14.30	apt. 31 by 9, 7 out, 30 by 9, 7 in, Grange City Junction (n. o.) and Walla Walla, 61.56 m.; c. p. 7 in, Bolles Junction (n. o.) and Walla Walla, 24.94 m.; 7 t. a. w., thence to Wallula, 30.90 m.	8.06	126.54	10,494.48
171005	Burnett, Wilkeson	Northern Pacific Rwy. Co.	6.19	127 19	c. p. 7 t. a. w., Burnett and Wilkeson, 6.19 m. Route restated.	7	42.75	264.62
171006	Moscow, Idaho, Colfax, Wash.	Oregon Railroad and Navigation Co.	28.85	243 18.80	c. p. 13 t. a. w., Moscow and Colfax, 28.85 m.	13	45.31	1,807.19
171007	Seattle, Black River, Black River, Frank- lin.	Columbia and Puget Sound R. R. Co.	{ 9.30 } 24.33	242 23.40	{ apt. 15 by 9, 7 out, 6 in, Seattle and Maple Valley, 22.62 m.; 15 by 9, 7 out, 12 in, thence to Franklin, 11.01 m.; c. p. 1 in Seattle and Maple Valley, 22.62 m. Route restated; lap service: Seattle to Black River, 9.30 m., over 171012.	{ 2.56 } 45.31		1,126.19
171008	Bolles Junction (n. o.), Dayton.	Oregon Railroad and Navigation Co.	13.11	478 19	c. p. 21 out, 14 in, Bolles Junction (n. o.) and Dayton, 13.11 m.	17.50	62.41	818.19
171009	Spokane, Pasco	Northern Pacific Rwy. Co.	145.87	17,992 23.70	r. p. o. authorized, 1.1.40 ft., Spokane and Pasco; cars run, 50 by 9 and 60 by 9, each 7 t. a. w., Spokane and Pasco, 145.85 m.; apt. 20 by 9, 7 t. a. w., 30 by 9, 14 out, 7 in, 31 by 9, 7 in, Spokane and Marshall, 8.89 m.; 20 by 9, 7 t. a. w., thence to Cheney, 7.49 m.; c. p. 14 t. a. w., Spokane and Pasco, 145.87 m.; land grant: r. p. o. car pay, \$3,641.25 per annum, being \$25 per m. for 145.85 m.	23.68	247.60	36,117.41
171010	Blaine, Seattle	Great Northern Rwy. Co.	120.86	11,296 23.08	r. p. o. authorized, 1.1.40 ft., Everett and Seattle; cars run, 60 by 9, 7 t. a. w., Everett and Seattle, 33.47 m.; apt. 24 by 9 and 25 by 9, each 7 out, 30 by 9, 14 in, Blaine and Bellingham, 21.84 m.; 24 by 9, 7 out, 25 by 9, 14 out, 7 in, 30 by 9, 14 in, thence to Everett, 64.75 m.; 24 by 9 and 21 by 9, each 7 out, 25 by 9, 14 out, 7 in, 30 by 9, 21 in, thence to Seattle, 33.47 m.; r. p. o. car pay, \$886.75 per annum, being \$25 per m. for 33.47 m.	23.56	237.69	28,727.21
171011	{ Pasco, Palmer Junction (n. o.), Palmer Junction (n. o.), Meeker Junction (n. o.), Meeker Junction (n. o.), Tacoma.	{ Northern Pacific Rwy. Co.	{ 210.28 } 30.20 10.26	{ 16,419 25.98 }	{ r. p. o. authorized, 1.1.40 ft., Pasco and Auburn; cars run, 50 by 9 and 60 by 9, each 7 t. a. w., Pasco and Auburn, 231.90 m.; apt. 20 by 9, 7 t. a. w., Palmer Junction (n. o.) and Kanaskat, 1.01 m.; 20 by 9 and 31 by 9, each 7 out, 30 by 9, 14 out, 28 in, Auburn and Meeker Junction (n. o.), 8.55 m.; 20 by 9, 14 out, 7 in, 31 by 9, 7 out, 30 by 9, 14 out, 28 in, thence to Tacoma, 9.81 m.; c. p. 14 t. a. w., Pasco and Toppenish, 70.82 m.; 7 out, 14 in, thence to Auburn, 161.11 m.; 35 t. a. w., thence to Tacoma, 18.81 m.; route restated; land grant, Pasco and Palmer Junction (n. o.) 210.28 m.; Meeker Junction (n. o.) and Tacoma, 10.26 m.; r. p. o. car pay, \$5,797.50 per annum, being \$25 per m. for 231.90 m.	{ 233.92 } 292.41 233.92	{ 60,419.49 }	
171012	Seattle, Auburn	do	23.17	22,150 28.49	r. p. o. authorized, 1.1.40 ft., Seattle and Auburn; cars run, 50 by 9 and 60 by 9, each 7 t. a. w., Seattle and Auburn, 22.50 m.; apt. 20 by 9 and 31 by 9, each 7 out, 30 by 9, 14 out, 28 in, Seattle and Auburn, 22.50 m.; c. p. 35 t. a. w., Seattle and Auburn, 23.17 m.; route restated; r. p. o. car pay, \$592.50 per annum, being \$25 per m. for 22.50 m.	77	353.97	8,201.48
171013	Pasco, Wallula	do	15.23	1,216 22.50	apt. 15 by 9, 7 t. a. w., Pasco and Wallula, 15.18 m.; land grant.	7	75.24	1,150.41
171014	Starbuck, Pomeroy	Oregon Railroad and Navigation Co.	30.98	487 16.80	c. p. 6 t. a. w., Starbuck and Pomeroy, 30.98 m.	6	62.41	4,938.46

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds</i>				<i>Dollars.</i>	<i>Dollars.</i>
	WASHINGTON—cont'd.								
171015	Marshall, Wash., Genesee, Idaho.	Northern Pacific Rwy. Co.	104.39	4,938	19.80	apt. 30 by 9, 14 out, 7 in, 31 by 9, 7 in, Marshall and Pullman, 75.57 m.; 30 by 9, 14 out, 7 in, 31 by 9, 7 in, 11 by 9, 7 t. a. w., thence to Pullman Junction (n. o.), 1.56 m.; 11 by 9, 7 t. a. w., thence to Genesee, 26.93 m.	12.28	169.29	17,672.18
171016	Junction (n. o.), Fairfax.	do.	9.84	77	8.76	c. p. 7 t. a. w., Junction (n. o.) and Fairfax, 9.84 m. Route restated.	7	42.76	420.66
171017	Walla Walla, Wash., Pendleton, Ore.	Oregon Railroad and Navigation Co.	48.68	8,002	17.18	apt. 31 by 9, 7 out, 30 by 9, 7 in, Walla Walla and Pendleton, 47.40 m.; c. 6 t. a. w., Walla Walla and Pendleton, 48.68 m.	13	141.98	6,909.15
171018	Seattle, Northbend.	Northern Pacific Rwy. Co.	59.58	1,752	18.60	apt. 20 by 9, 14 out, 7 in, 21 by 9, 7 in, 30 by 9, 7 t. a. w., Seattle and Woodinville, 23.63 m.; 20 by 9, 7 t. a. w., thence to Northbend, 35.95 m.	12.55	117.13	6,978.60
171019	Hartford, Montecristo.	do.	42.27	118	12.22	apt. 11 by 7, 6 t. a. w., Hartford and Robe, 13.62 m.; 3 t. a. w., thence to Montecristo, 28.42 m. Route restated.	3.97	42.75	1,807.04
171020	Woodinville, Sumas.	do.	102.79	2,977	24	apt. 20 by 9, 7 out, 21 by 9, 7 in, 30 by 9, 7 t. a. w.; Woodinville and Snohomish, 14.39 m.; 20 by 9, 7 out, 21 by 9, 7 in, 11 by 7, 6 t. a. w., 30 by 9, 7 t. a. w., thence to Hartford, 8.25 m.; 20 by 9, 7 out, 21 by 9, 7 in, 30 by 9, 7 t. a. w., thence to Wickersham, 50.94 m.; 20 by 9, 7 out, 21 by 9, 7 in, thence to Sumas, 28.67 m.	12.50	141.93	14,588.98
171021	Cheney, Coulee City.	do.	108.79	1,280	24.02	apt. 20 by 9, 7 t. a. w., Cheney and Coulee City, 108.53 m.; c. p. 6 t. a. w., Coulee City Junction (n. o.) and Coulee City, 2.77 m.	7.15	96.61	10,510.20
171022	Spokane, Wallula.	Oregon Railroad and Navigation Co.	218.53	4,938	26.77	9, 14 out, 24 by 9, 6 out, 35 by 9, 6 in, 30 by 9, 14 in, thence to Selkirk Junction (n. o.), 5.70 m.; 31 by 9, 14 out, 30 by 9, 14 in, thence to Winona, 58.37 m.; 24 by 9, 6 out, 31 by 9, 14 out, 35 by 9, 6 in, 30 by 9, 14 in, thence to Lacrosse, 10.55 m.; 31 by 9, 14 out, 30 by 9, 14 in, thence to Grange City Junction (n. o.), 22.17 m.; 31 by 9, 7 out, 30 by 9, 7 in, thence to Wallula, 65.96 m.	12.32	170.14	37,180.69
171023	Spokane, Spokane Falls and Northern Junction (n. o.), Spokane Falls and Northern Junction, (n. o.) Boundary.	Spokane Falls and Northern Rwy. Co.	125.87	4,269	24.70	r. p. o. authorized, 41.40 ft., Spokane and Marcus; cars run 49 by 9, 7 t. a. w.; Spokane and Marcus, 101.02 m.; c. p. 7 t. a. w., Marcus and Boundary, 38.68 m.; lap service: Spokane to Spokane Falls and Northern Junction (n. o.), 13.83 m., over route No. 161010; r. p. o. car pay \$1,262.75 per annum, being \$12.50 per m. for 101.02 m.	7	159.88	20,762.62
			13.88					46.17	

171024	Kalama, Vancouver...	Northern Pacific Rwy. Co.	30.12	300	15.60	c. p. 6 t. a. w., Kalama and Vancouver Junction (n. o.), 26.02 m., 12 t. a. w., thence to Vancouver, 4.10 m.	6.81	49.59	1,493.65
171025	Hunts Junction (n. o.), Dayton.	Washington and Columbia River Rwy. Co.	87.05	675	19	apt. 15 by 9, 7 t. a. w., Hunts Junction (n. o.) and Dayton, 86.86 m.	7	70.96	6,177.06
171026	Marcus, Boundary line (n. o.).	Washington and Great Northern Rwy. Co.	27.61	2,079	18.54	r. p. o. (not authorized), 49 by 9, 7 t. a. w., Marcus and Boundary line (n. o.), 27.41 m.	7	129.10	3,564.45
171027	Danville, Republic.	Northern Rwy. Co.	33.20	997	21.63	r. p. o. (not authorized), 49 by 9, 7 t. a. w., Danville and Curlew, 10.43 m.; c. p. 7 t. a. w., Curlew and Republic, 21.87 m.	7	84.64	2,810.04
171028	Aberdeen Junction (n. o.), Hoquiam.	Northern Pacific Rwy. Co.	6.86	971	11.80	apt. 20 by 9, 7 out, 30 by 9, 7 in, 21 by 9, 14 t. a. w., Aberdeen Junction (n. o.) and Hoquiam, 6.02 m.	21	83.79	574.79
171029	Centralia, Occesta.	Northern Pacific Rwy. Co.	66.74	1,577	17.60	apt. 21 by 9, 7 t. a. w., Centralia and Gate, 13.10 m.; 20 by 9, 7 out, 30 by 9, 7 in, 21 by 9, 7 t. a. w., thence to Aberdeen Junction (n. o.), 37.27 m.; 21 by 9, 7 t. a. w., thence to Cosmopolis Junction (n. o.), 1.45 m.; c. p. 7 t. a. w., Cosmopolis Junction (n. o.) and Occesta, 14.35 m.	10.90	109.44	7,304.02
171030	Kanaskat Kerriston.	do.	15.45	118	13.70	apt. 20 by 9, 7 t. a. w., Kanaskat and Kerriston, 13.13 m.	7	42.75	660.48
171031	Bellingham, Glacier.	Bellingham Bay and British Columbia R. R. Co.	45	338	12.97	apt. 10 by 7, 7 t. a. w., Bellingham and Glacier, 44.50 m.; c. p. 12 t. a. w., Bellingham and Hampton, 17.53 m., 6 t. a. w., thence to Sumas, 6.20 m. Route restored.	12.49	52.15	2,346.75
171032	Lakeview, Gate	Northern Pacific Rwy. Co.	43.89	1,949	27.13	apt. 20 by 9, 7 out, 30 by 9, 7 in, Lakeview and Gate, 43.79 m.; c. p. 7 t. a. w., Lakeview and Olympia, 24.63 m.	10.92	100.08	4,390.31
171033	Port Townsend, Quillene.	Port Townsend Southern R. R. Co.	27.38	80	13	c. p. 6 t. a. w., Port Townsend and Quillene, 27.38 m.	6	42.75	1,176.49
171034	Coulee City Junction (n. o.), Adrian Junction (n. o.).	Northern Pacific Rwy. Co.	21.12	523	15.50	c. p. 6 t. a. w., Coulee City Junction (n. o.) and Adrian Junction (n. o.), 21.12 m.	6	64.98	1,372.37
171035	Cle Elum, Roslyn.	do.	3.63	220	12	c. p. 18 t. a. w., Cle Elum and Roslyn, 3.63 m.	18	43.80	158.26
171036	Cosmopolis Junction (n. o.), Cosmopolis.	do.	1.49	219	14.60	apt. 21 by 9, 14 t. a. w., Cosmopolis Junction (n. o.) and Cosmopolis, 1.46 m.	14	43.80	64.96
171037	Chehalis, Southbend.	do.	58.63	591	19.40	apt. 16 by 9, 6 out, 21 by 9, 6 in, Chehalis and Southbend, 57.55 m.; c. p. 1 t. a. w., Chehalis and Southbend, 58.63 m.	7	67.54	3,959.87
171038	Belmont, Farmington.	do.	6.58	4	15.60	c. p. 6 t. a. w., Belmont and Farmington, 6.58 m.	6	42.75	281.29
171039	Rockport, Anacortes.	Great Northern Rwy. Co.	54.31	289	13.40	apt. 10 by 10, 7 t. a. w., Rockport and Burlington, 37.25 m.; c. p. 14 t. a. w., Burlington and Anacortes, 17.01 m.	9.19	43.78	2,646.52
171040	Spokane, Everett.	do.	306.21	28,337	29.09	r. p. o. authorized, 11.40 ft., Spokane and Everett; cars run 60 by 9, 7 t. a. w., Spokane and Everett, 306.21 m.; apt. 21 by 9, 7 out, 30 by 9, 7 in, Spokane and Everett, 306.21 m.; c. p. 7 in., Spokane and Cashmere, 185.18 m.; r. p. o. car pay \$7 655.25 per annum, being \$25 per m. for 306.21 m.	16.11	419.80	128,546.95
171041	Tacoma, Ashford.	Tacoma Eastern R. R. Co.	56.66	165	19.35	apt. 15 by 9, 6 t. a. w., Tacoma and Ashford, 55.37 m.; c. p. 7 t. a. w., Tacoma and Bismarck, 4.17 m.; 1 t. a. w., thence to Ashford, 52.49 m.	7.44	42.75	2,422.21
171042	Vacant.	do.							
171043	Arlington, Darrington.	Northern Pacific Rwy. Co.	28.91	112	14	c. p. 6 t. a. w., Arlington and Darrington, 28.91 m.	6	42.75	1,285.90
171044	Bellingham, Wickersham.	do.	20.97	399	22.03	apt. 30 by 9, 7 t. a. w., Bellingham and Wickersham, 20.51 m.	7	56.43	1,183.33
171045	Vancouver Junction (n. o.), Yacolt.	do.	27.01	140	11	c. p. 6 t. a. w., Vancouver Junction (n. o.) and Yacolt, 27.01 m.	6	42.75	1,154.67

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mail carried over entire route.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
171046	WASHINGTON—cont'd. Hampton (n. o.), Lynden.	Bellingham Bay and British Columbia R. R. Co.	5.65	118	12	c. p. 6 t. a. w., Hampton (n. o.) and Lynden, 5.65 m.	6	42.75	241.53
171047	Vacant.								
171048	Northport, Canadian line (n. o.).	Spokane Falls and Northern Rwy. Co.	8.17	724	34.60	c. p. 7 t. a. w., Northport and Canadian line (n. o.), 8.17 m.	7	73.53	600.74
171049	Maplevalley, Taylor.	Columbia and Puget Sound R. R. Co.	9.17	100	15.30	apt. 15 by 9, 6 t. a. w.; Maplevalley and Taylor, 9.10 m.; c. p. 1 t. a. w., Maplevalley and Taylor, 9.17 m.	7	42.75	392.01
171050	Seltice Junction (n. o.), Winona.	Oregon Railroad and Navigation Co.	47.92	337	16.95	apt. 24 by 9, 6 out, 35 by 9, 6 in, Seltice Junction (n. o.) and Winona, 47.82 m.	6	52.15	2,499.02
171051	Lacrosse, Connell.	do.	53.18	166	14.60	apt. 24 by 9, 6 out, 35 by 9, 6 in, Lacrosse and Connell, 53 m.	6	42.75	2,273.44
171052	Black River Junction (n. o.), Woodinville.	Northern Pacific Rwy. Co.	24.64	.....	.....	Agreement	6	.....	1,053.86
171053	Palmer Junction (n. o.), Meeker Junction (n. o.).	do.	33.57	614	26.60	apt. 20 by 9, 7 t. a. w., Palmer Junction (n. o.) and Meeker Junction (n. o.), 33.57 m.; land grant. Restated.	7	54.72	1,836.95
171054	Hoquiam, Modips.	do.	28.27	28	16.39	c. p. 3 t. a. w., Hoquiam and Modips, 28.27 m.	3	42.75	1,208.54
171055	Curlew, International Boundary (n. o.).	Washington and Great Northern Rwy. Co.	14.60	215	6.82	r. p. o. (not authorized), 49 by 9, 7 t. a. w., Curlew and International Boundary (n. o.), 14.46 m.	7	43.60	636.56
171056	Park Junction (n. o.), Mineral.	Tacoma Eastern R. R. Co.	4.27	30	12	apt. 15 by 9, 6 t. a. w., Park Junction (n. o.), and Mineral, 4.12 m.; c. p. 1 in, Park Junction (n. o.) and Mineral, 4.27 m.	6.50	42.75	182.54
173001	OREGON. Portland, Ashland.	Southern Pacific Co.	342.16	15,823	21	r. p. o. cars authorized, 11, 50 ft., Portland and Ashland; r. p. o. cars run, 60 by 9, 7 t. a. w., Portland and Ashland, 341.41 m.; apt. 40 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., Portland and Eugene, 123.47 m.; 40 by 9, 7 t. a. w., thence to Ashland, 217.94 m.; c. p. 1 t. a. w., Portland and Eugene, 123.47 m.; r. p. o. car pay, \$13,656.40 per annum, being \$40 per m. for 341.41 m.	16.52	286.42	98,001.46
173002	Portland, Corvallis.	do.	97.04	2,275	23.84	apt. 26 by 8, 7 t. a. w., 20 by 9, 6 t. a. w., Portland and Whiteson, 54.20 m.; land and Forest Grove, 26.30 m.; 1 out thence to Whiteson, 27.90 m.	12.25	131.67	12,777.25
173003	Umatilla, Huntington.	Oregon Railroad and Navigation Co.	217.90	31,144	24.80	r. p. o. cars authorized, 11, 60 ft., Umatilla and Huntington, 217.77 m.; r. p. o. cars run 60 by 9, 14 t. a. w., Umatilla and Huntington, 217.77 m.; r. p. o. car pay \$16,332.75 per annum, being \$75 per m. for 217.77 m.	14	449.73	97,996.16

173004	Portland, St. Joseph Station (n. o.), St. Joseph Station (n. o.), Whiteson, Wash.	36.70 7.20 19.96 212.21	475	16.85	61.56 6.84 61.56 396.72	10.01 3,537.22 84,187.95
173005	Portland, Wallula, Wash.	26,188	27.27	19.20	10.01	
173006	Albany, Yaquina	83.55	596	18.12	8.55	5,642.96
173007	Woodburn, Mohawk Junction (n. o.)	89.07	315	12.25	6.71	4,492.69
173008	Dallas, Falls City	9.87	100	17.14	12	42.75
173009	Sheriden Junction (n. o.) Sheriden	7.19	387	14.36	6	52.15
173010	Albany, Lebanon	12.69	390	15.22	12	55.58
173011	Heppner Junction (n. o.) Heppner	48.98	616	17.44	6	68.40
173012	Biggs, Shaniko	69.88	1,308	18.66	7	98.32
173013	Lagrande, Elgin	21.36	921	12.30	6	82.08
173014	Albany, Detroit	55.58	214	11.34	6	43.60
173015	Medford, Jacksonville	6.07	193	13.10	14	42.75
173016	Hunts Junction (n. o.), Wash. Pendleton	40.60	367	14.11	6	53.87
173017	Baker City, Austin	62.24	868	18.55	7	79.51
173018	Vacant					4,948.70
173019	Portland, Goble, Goble, Seaside	39.40 79.06	1,890	23.43	16.41 123.12	10,392.87
173020	Pokegama, Thrall	26.32	812	11.09	7	76.95
173021	Warrenton, Fort Stevens Station (n. o.)	3.82	131	9.33	16.50	2,025.32
173022	Independence, Dallas	10.42	182	12.39	42.75	163.90
173023	Cottagegrove, Wildwood	17.32	75	10.82	15.86	445.45
173024	Monmouth, Airlie	9.25	73	15.46	7	42.75
					14	395.43

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
173025	OREGON—continued. Mohawk Junction (n. o.), Wendling.	Southern Pacific Co..	16.48	67	8.42	c. p. 6 t. a. w., Mohawk Junction (n. o.) and Wendling, 16.48 m.....	6	42.75	704.52
173026	Vacant.	Union Cove and Valley Rwy. Co.	2.78	406	12	c. p. 28 t. a. w., Union Station (n. o.) and Union, 2.78 m.....	28	57.29	159.26
173027	Union Station (n. o.), Union.	Ilwaco Railway and Navigation Co.	30.98	276	9.07	c. p. 6 t. a. w., Astoria and Nohcotta, 30.98 m.....	6	47.88	1,488.82
173028	Astoria, Nohcotta.....	Columbia River and Oregon Central R. Co.	45.49	532	12.71	c. p. 6 t. a. w., Arlington and Condon, 45.49 m.....	6	64.98	2,955.94
173029	Arlington, Condon....	Great Southern R. R. Co.	31.15	305	15	c. p. 6 t. a. w., The Dalles and Dufur, 31.15 m.....	6	49.59	1,544.72
173030	The Dalles, Dufur....								
	NEVADA.								
175001	Virginia City, Reno..	Virginia and Truckee Rwy.	52.31	945	14.80	apt. 19 by 9, 7 out, 25 by 10, 7 in, Virginia City and Reno, 52.20 m.; c. p. 7 t. a. w., Virginia City and Mound House, 11.30 m., 7 out, 14 in, thence to Carson, 9.40 m., and 7 t. a. w., thence to Reno, 31.11 m.	14.66	82.93	4,838.06
175002	Palisade, Eureka.....	Eureka and Palisade Rwy. Co.	84.72	547	17.30	c. p. 6 t. a. w., Palisade and Eureka, 84.72 m.....	6	65.88	5,577.11
175003	Battle Mountain, Austin.	Nevada Central R. R. Co.	94.60	271	17.30	c. p. 6 t. a. w., Battle Mountain and Austin, 94.60 m.....	6	47.02	4,448.09
175004	Tonopah Junction (n. o.), Nev., Keeler, Cal.	Southern Pacific Co..	150.42	406	14.97	apt. 26 by 9, 7 out, 20 by 9, 7 in, Tonopah Junction (n. o.) and Keeler, 150.40 m. Route restated.	7	57.28	8,616.05
175005	Reno, Nev., Madeline, Cal.	Nevada-California-Oregon Rwy.	144.57	1,297	13.80	apt. 23 by 7, 6 out, 25 by 7, 6 in, Reno and Madeline, 144.27 m.....	6	97.47	14,091.23
175006	Vacant.	Tonopah and Goldfield R. R. Co.	60.27	3,064	12.24	apt. 15 by 9, 7 out, 20 by 9, 7 in, Junction Southern Pacific Railroad (n. o.) and Columbia Junction (n. o.), 51.99 m., 16 by 9, 7 t. a. w., and 20 by 9, 7 t. a. w., thence to Tonopah, 7.99 m.	7.96	142.78	8,605.35
175007	Pacific Railroad (n. o.), Tonopah.					Agreement to June 30, 1910.....	6	.....	288.20
175008	Leete, Luva Station (n. o.)	Eagle Salt Works R. Co.	13.41	.....	.....	r. p. o. 60 by 9, 7 t. a. w., Caliente, Nev., and Daggett, Cal., 298.55 m.; not authorized; c. p. 7 t. a. w., Caliente and Daggett, 298.86 m.	14	164.16	49,060.85
175009	Caliente, Nev., Daggett, Cal.	San Pedro, Los Angeles and Salt Lake R. Co.	298.86	4,529	27.80				

175010	Hazen, Fort Churchill	Southern Pacific Co.	28.07	4,468	23.16	apt. 15 by 9, 7 out, 20 by 9, 7 in, Hazen and Fort Churchill, 28 m.;	7	163.30	4,583.83				
175011	Columbia Junction	Tonopah and Gold-	28.71	2,206	25.70	field R. R. Co.,	7	180.81	3,755.56				
175012	Fort Churchill, Tono-	Southern Pacific Co.	26.81	87	19.40	c. p. 7 t. a. w., Mound House (n. o.) and Fort Churchill, 26.81 m.	7	42.75	1,146.12				
175013	pan Junction (n. o.)	.....do.....	109.41	4,204	18.60	Formerly part of route 175004, 100.10 m.;	7.59	159.08	17,399.47			
						16 by 9, 7 out, 26 by 9, 7 in, thence to Tonopah Junction (n. o.), 9.30 m. Formerly part of route 175004.							
175014	Vacant,	Southern Pacific Co.	5.74	150	21.24	c. p. 7 t. a. w., Derby (n. o.) and Wadsworth, 5.74 m. Formerly part	7	42.75	245.38				
175015	Derby (n. o.), Wads-					of route 176001.							
	worth.												
	CALIFORNIA.												
176001	San Francisco, Ferry	Southern Pacific Co.	757.31	99,110	25.33	r. p. o. authorized 2 l. 60 ft., 1 l. 55 ft., and 2 l. 50 ft. Oakland Pier	31.34	1,176.48	926,254.46				
	Station, Ogden, Utah.					(n. o.) and Port Costa; 2 l. 60 ft., 1 l. 55 ft., and 1 l. 50 ft., Port Costa and Roseville; 2 l. 60 ft. and 1 l. 55 ft. Roseville and Ogden; r. p. o. run 60 by 9, 35 out, 28 in, Oakland Pier (n. o.) and Port Costa, 27.67 m.; 28 out, 21 in, thence to Roseville, 75.86 m.; 21 out, 14 in, thence to Ogden, 678.68 m.; apt. 15 by 9, 7 t. a. w., 40 by 9, 7 t. a. w., 30 by 9, 14 t. a. w., 20 by 9, 7 t. a. w., 15 by 9, 6 t. a. w., 18 by 8, 6 in, Oakland Pier (n. o.) and Port Costa, 27.67 m.; 15 by 9, 7 t. a. w., 40 by 9, 7 t. a. w., thence to Davisville, 44.39 m.; 15 by 9, 14 t. a. w., 21 by 9, 7 t. a. w., thence to Sacramento, 13.23 m.; 30 by 9, 6 t. a. w., 21 by 9, 7 t. a. w., thence to Roseville, 18.24 m.; 30 by 9, 6 t. a. w., thence to Colfax, 35.94 m.; 20 by 9, 7 out; 15 by 9, 7 in, Sparks and Hazen, 42.54 m.; c. p. 261 out, 251 in, San Francisco and Oakland Pier, 4.58 m., 36 t. a. w., thence to Oakland, Sixteenth street, 1.99 m.; 55 out, 62 in, thence to Stockyards, 2.26 m.; 36 out, 36 in, thence to Pinole, 15.27 m.; 36 out, 29 in, thence to Port Costa, 8.15 m.; 21 out, 28 in, thence to Davisville, 44.39 m.; 21 out, 28 in, thence to Sacramento, 13.23 m.; 14 out, 14 in, thence to Colfax, 54.18 m.; 14 out, 14 in, thence to Sparks, 103.55 m.; 7 out, 0 in, thence to Beowawe, 262.69 m.; 0 t. a. w., thence to Carlin, 26.41 m.; 0 out, 7 in, thence to Wells, 75.30 m.; 0 t. a. w., thence to Montello, 54.41 m.; 6 t. a. w., thence to Umbria Junction, 16.45 m.; 0 t. a. w., thence to Ogden, 104.45 m.; r. p. o. pay, \$122,579.50 per annum, being \$230 per m. for 27.67 m.; \$190 per m. for 75.86 m., and \$150 per m. for 678.68 m.							
						r. p. o. authorized 1 l. 40 ft., r. p. o. run 50 by 9, 7 t. a. w., San Francisco and Surf, 302.91 m.; apt. 30 by 9, 13 t. a. w., 25 by 9, 6 t. a. w., San Francisco and San Jose, 50.81 m.; 30 by 9, 13 t. a. w., thence to Castroville, 59.69 m.; 30 by 9, 7 t. a. w., thence to Surf, 192.41 m.; c. p. 33 out, 56 in, San Francisco and South San Francisco, 13.30 m.; 26 out, 44 in, thence to Palo Alto, 20.80 m.; 14 out, 38 in, thence to Mountain View, 5.90 m.; 14 out, 26 in, thence to Santa Clara, 8.19 m.; 8 out, 26 in, thence to San Jose, 2.62 m.; 7 out, 13 in, thence to Gilroy, 30.08 m.; 7 t. a. w., thence to Pajaro, 19.30 m.; 0 out, 7 in, thence to Castroville, 10.31 m.; 6 out, 13 in, thence to Salinas, 7.90 m.; 0 t. a. w., thence to Surf, 184.51 m.; Land grant San Jose-Castroville (n. o.), 32.50 m.; r. p. o. pay, \$7,572.75 per annum, being \$25 per m. for 302.91 m.							
176002	San Francisco, San	.....do.....	50.81	32.50	11,243	28.45	24.55	287.69	70,453.61			
	Jose, Carnadero												
	(n. o.), Surf												
	(Carnadero (n. o.), Surf												

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
176003	CALIFORNIA—cont'd. Roseville, Ashland, Oreg.	Southern Pacific Co.	823.34	15,515	18.66	r. p. o. authorized 1 l. 50 ft.; r. p. o. run 60 by 9, 7 t. a. w., Roseville and Ashland, 322.51 m.; apt. 20 by 9, 7 t. a. w., Roseville and Tehama, 105.08 m.; 20 by 9, 7 t. a. w., 40 by 9, 7 t. a. w., thence to Red Bluff, 11.64 m.; 40 by 9, 7 t. a. w., thence to Ashland, 205.79 m.; r. p. o. pay, \$12,900.40 per annum, being \$40 per m. for 322.51 m. c. p. 6 t. a. w., Petaluma and Lakeville, 6.16 m.	14.25	288.00	91,506.22
176004	Petaluma, Lakeville..	California Northwest- ern Rwy. Co.	6.16	30	18	c. p. 8 by 9, 6 t. a. w., 11 by 9, 7 t. a. w., Sacramento and Placerville, 59.51 m.	6	42.75	283.84
176005	Sacramento, Placer- ville.	Southern Pacific Co.	59.90	1,138	14.94	c. p. 14 t. a. w., Susan City and Napa Junction, 13 m.	13	90.63	5,428.73
176006	Susan City, Napa Junction.	.....do.....	13	183	21.48	apt. 25 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., 15 by 9, 7 t. a. w., Visalia and Exeter, 10.12 m.; c. p. 1 t. a. w., Visalia and Exeter, 10.47 m.	14	42.75	555.75
176007	Visalia, Exeter.....	.....do.....	10.47	1,842	25.50	apt. 20 by 9, 19 t. a. w., 17 by 9, 7 t. a. w., South Vallejo and Napa Junction, 7.30 m.; 20 by 9, 13 t. a. w., thence to Calistoga, 34.48 m.; c. p. 22 out, 15 in, Vallejo Junction (in, o.), and South Vallejo, 2 m.; 7 t. a. w., thence to Napa Junction, 7.30 m.; 1 out, 0 in, thence to Calistoga, 34.54 m.	21	100.08	1,047.81
176008	Vallejo Junction (n. o.), Calistoga.	.....do.....	48.84	1,857	20.87	apt. 21 by 9, 7 t. a. w., 15 by 9, 7 t. a. w., Oroville and Woodland, 63.55 m. r. p. o. authorized 1 l. 50 ft., r. p. o. run 60 by 9, 7 in, Kerman and Fresno, 15.39 m.; c. p. 7 t. a. w., Fresno and Kerman, 15.63 m.; pay for r. p. o. cars \$907.80 per annum, \$20 per m. for 15.39 m.	16.96	121.41	5,322.61
176009	Oroville, Woodland..	.....do.....	63.95	1,440	21.54	apt. 32 by 9, 7 t. a. w., Tiburon and Ukiah, 105.82 m.; 27 by 9, 6 out, 25 by 9, 6 in, Tiburon and Ukiah, 105.82 m.; c. p. 13 t. a. w., San Francisco and Tiburon, 6.50 m., 13 t. a. w., thence to San Rafael, 8.83 m.; 7 t. a. w., thence to Petaluma, 21.57 m.; 7 out, 8 in, thence to Santa Rosa, 15.21 m.; 1 t. a. w., thence to Ukiah, 60.21 m.; 13 out, 7 in, thence to Willits, 25.55 m.; 7 t. a. w., thence to Sherwood, 13.91 m.	14	104.31	6,670.62
176010	Fresno, Kerman.....	.....do.....	15.63	6,246	30.30	Route related.	10.50	183.82	2,873.10
176011	San Francisco (Ferry Station), Sherwood.	California Northwest- ern Rwy. Co.	151.78	3,624	20.52	apt. 15 by 9, 7 t. a. w., Stockton and Peters, 13.10 m.; c. p. 12 t. a. w., Stockton and Peters, 13.10 m.; 6 t. a. w., thence to Milton, 11.58 m.	14.84	151.34	22,970.38
176012	Stockton, Milton.....	Southern Pacific Co.	24.63	1,212	19.98		12.91	94.05	2,316.45
176013	Vacant.								

176014	Los Angeles, Cal., Yuma, Ariz.	.....do.....	251.72	20,180	28.20	r. p. o. authorized 1.1. 40 ft.; r. p. o. run 60 by 9, 7 t. a. w., Los Angeles and Yuma, 251.44 m.; apt. 30 by 9, 7 t. a. w., 18 by 9, 7 t. a. w., 12 by 9, 7 t. a. w., Los Angeles and Bassett, 16.66 m.; 30 by 9, 7 t. a. w., thence to Pomona, 16.89 m.; 30 by 9, 7 t. a. w., 12 by 9, 14 t. a. w., thence to Pomona Junction (n. o.), 1.50 m.; 30 by 9, 7 t. a. w., thence to Ontario, 4.45 m.; 30 by 9, 7 t. a. w., 12 by 9, 14 t. a. w., thence to Colton, 18.73 m.; 30 by 9, 7 t. a. w., 12 by 9, 7 t. a. w., thence to Brynmaver, 5.68 m.; 30 by 9, 7 t. a. w., thence to Yuma, 187.63 m.; c. p. 13 out, 14 in, Los Angeles and Spadra, 30.02 m.; 6 out, 14 in, thence to Pomona, 3.53 m.; 0 out, 7 in, thence to Brynmaver, 30.26 m.; land grant; pay for 1 p. o. cars \$5,286 per annum, \$25 per car, for 291.44 m.	18.37	286.07	66,975.14
176015	Elmira, Rumsey .....	.....do.....	51.41	320	18.84	apt. 12 by 9, 7 t. a. w., Elmira and Rumsey, 51.05 m.; c. p. 7 t. a. w., Elmira and Winters, 16.58 m.	9.25	51.90	2,687.88
176016	San Francisco, Cazadero.	North Shore R. R. Co.	88.84	869	16.44	apt. 15 by 7, 7 t. a. w., San Francisco and Cazadero, 88.88 m.	7	79.51	6,666.11
176017	Los Angeles, Santa Ana.	Southern Pacific Co..	34.06	577	27.66	apt. 15 by 9, and 12 by 9, each 6 out, 8 by 9, 12 in, Los Angeles and Santa Ana, 38.29 m.; c. p. 7 t. a. w., Los Angeles and Studebaker Station, 18.63 m.; 1 t. a. w., thence to Santa Ana, 20.48 m.; 25 by 9, 7 t. a. w., 20 by 9, 14 t. a. w., Visalia and Goshen, 7.40 m.; 25 by 9, 7 t. a. w., 25 by 9, 7 t. a. w., thence to Hanford, 13.29 m.; 25 by 9, 7 t. a. w., thence to Coalinga, 39.40 m.; c. p. 8 t. a. w., Visalia and Goshen, 7.60 m.; 0 t. a. w., thence to Hanford, 13.20 m., 7 t. a. w., thence to Lemoore, 8 m.; 0 t. a. w., residue, 31.62 m. Land grant c. p. 27 t. a. w., Colfax and Nevada City, 22.79 m.	15.40	66.69	2,271.46
176018	Visalia, Coalinga .....	.....do.....	{ 7.60 } 55.82	607	24.78		12.77	{ 68.40 } 54.72	3,574.31
176019	Colfax, Nevada City..	Nevada County Nar- row Gauge R. R. Co.	22.79	1,369	13.92	c. p. 7 t. a. w., Los Angeles and Port Los Angeles, 20.40 m.	27	100.89	2,299.28
176020	Los Angeles, Port Los Angeles.	Southern Pacific Co..	20.40	15	16.62	c. p. 7 t. a. w., Los Angeles and Port Los Angeles, 20.40 m.	7	42.75	872.10
176021	Santa Cruz, Pejaro (n. o.).	.....do.....	21.09	1,363	21.42	apt. 15 by 9, 19 t. a. w., Santa Cruz and Pejaro (n. o.), 20.39 m.; c. p. 8 out, 20 in, Santa Cruz and Pejaro (n. o.), 21.09 m.	33	100.89	2,127.77
176022	Davisville, Tehama ..	.....do.....	111.78	8,026	26.46	apt. 40 by 9, 7 t. a. w., 21 by 9, 7 t. a. w., 15 by 9, 7 t. a. w., Davisville and Woodland, 9.39 m.; 40 by 9, 7 t. a. w., thence to Tehama, 101.41 m.	8.19	202.63	22,649.96
176023	Galt, Ione .....	.....do.....	27.82	814	17.46	c. p. 7 t. a. w., Galt and Ione, 27.82 m.	7	76.95	2,140.74
176024	Oakland Pier (n. o.), Berkeley.	.....do.....	6.68	2,242	21.33	c. p. 7 t. a. w., Galt and Ione, 27.82 m.	104.38	131.67	872.97
176025	San Francisco (Sta- tion D), San Rafael.	North Shore R. R. Co.	18.93	748	14.82	c. p. 7 t. a. w., Galt and Ione, 27.82 m.	45.08	74.98	1,408.01
176026	Oakland Pier (n. o.), Fruitvale.	Southern Pacific Co..	8.05	549	16.14	c. p. 7 t. a. w., Galt and Ione, 27.82 m.	50.94	65.83	529.93
176027	Fulton, Guerneville..	California Northwes- tern Rwy. Co.	15.40	166	13.33	c. p. 6 out, 93 in, Oakland Pier (n. o.) and Oakland, First street, 3.15 m.; 6 out, 105 in, thence to Alameda, 3.48 m.; 6 out, 80 in, thence to Fruitvale, 1.42 m. Restated. c. p. 13 out, 14 in, Fulton and Guerneville, 15.40 m.	13.50	42.75	658.35

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mille per annum for transportation.	Annual rate of pay for transportation.
			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
176028	CALIFORNIA—cont'd. Oakland Pier (n. o.), Sacramento.	Southern Pacific Co..	135.17	7,015	26.58	apt. 30 by 9, 7 t. a. w.; 25 by 9, 7 t. a. w.; 18 by 8, 7 out, Oakland Pier (n. o.) and Tracy, 67.23 m.; 30 by 9, 14 t. a. w., 18 by 8, 7 t. a. w., thence to Lodi, 82.56 m.; 30 by 9, 14 t. a. w., thence to Sacramento, 83.38 m.; c. p. 111 out, 27 in, Oakland Pier (n. o.) and Fruitvale, 6.17 m.; 25 out, 27 in, thence to Melrose, 0.87 m.; 25 out, 26 in, thence to Hayward, 9.54 m.; 25 out, 19 in, thence to Niles, 9.12 m.; 0 out, 6 in, thence to Livermore, 17.68 m.; 0 t. a. w., thence to Tracy, 23.85 m.; 28 out, 21 in, thence to Lathrop, 11.09 m.; 35 out, 28 in, thence to Stockton, 8.88 m.; 14 out, 7 in, thence to Sacramento, 37.97 in. apt. 25 by 9, 6 out, 17 by 9, 12 out, 18 in, Niles and San Jose, 17.54 m.; c. p. 10 out, 16 in, Niles and San Jose, 17.74 m. apt. 30 by 9, 6 t. a. w., Pacific Grove and Castroville, 19.50 m. out, 21 in, Pacific Grove and Castroville, 19.50 m. apt. 17 by 8, 13 t. a. w., Alameda Mole and Santa Cruz, 77.10 m.; c. p. 45 out, 30 in, San Francisco and Alameda Mole, 3.08 m.; 12 out, 6 in, thence to Alameda, Park street, 6.20 m.; 6 t. a. w., thence to Los Gatos, 46 m.; 0 t. a. w., thence to Felton, 18.20 m.; 12 t. a. w., thence to Santa Cruz, 7.40 m. r. p. o. authorized 1 1/2 ft., Port Costa and Tracy; 1 1/2 ft., Tracy and Fresno; 1 1/2 ft., Fresno and Burbank Junction (n. o.); 1 1/2 ft. and 1 1/4 ft., Burbank Junction (n. o.) and Los Angeles; r. p. o. run 60 by 9, 7 t. a. w., Port Costa and Tracy, 51.08 m.; 0 out, 7 in, thence to Fresno, 123.40 m.; 7 t. a. w., thence to Burbank Junction (n. o.), 266.60 m.; 60 by 9, 7 t. a. w., 50 by 9, 7 t. a. w., thence to Los Angeles, 10.91 m.; apt. 30 by 9, 14 t. a. w.; 20 by 9, 7 t. a. w.; 15 by 9, 6 t. a. w.; 18 by 8, 7 in, Port Costa and Avon Station, 6.98 m.; 30 by 9, 14 t. a. w.; 18 by 8, 7 in, thence to Tracy, 44.10 m.; 30 by 9, 14 t. a. w., thence to Fresno, 123.40 m.; 30 by 9, 7 t. a. w.; 20 by 9, 6 t. a. w., thence to Goshen, 33.99 m.; 30 by 9, 7 t. a. w., thence to Kern Junction, 74.12 m.; 30 by 9, 7 t. a. w., thence to Surrey, 136.89 m.; 30 by 9, 14 t. a. w., thence to Burbank, 21.60 m.; 30 by 9, 21 t. a. w., thence to Los Angeles, 10.91 m.; c. p., 15 out, 1 in, Port Costa and Avon	32.22	192.87	26,002.65
176029	Niles, San Jose.....do.....	.....do.....	17.74	3,600	29.58		31	150.48	2,669.51
176030	Pacific Grove, Castroville.....do.....	.....do.....	19.50	1,280	24.30		30.50	97.47	1,900.66
176031	San Francisco (Ferry Station), Santa Cruz.....do.....	.....do.....	80.88	1,441	12.15		20.27	104.31	8,436.59
176032	{Port Costa, Goshen..... {Goshen, Los Angeles.....	{Southern Pacific Co.. {.....	{208.49 {248.53	{10,665 {26.90			{20.81 {230.85 {184.68		{93,103.18

176033	Jamestown, Angels Camp.	Sierra Railway Company of California.	20.20	426	11.16	c. p. 7 t. a. w., Jamestown and Angels Camp, 20.20 m.	7	58.14	1,174.42
176034	Gilroy, Tres Pinos....	Southern Pacific Co.	20.98	460	19.98	c. p. 20 t. a. w., Gilroy and Tres Pinos, 20.98 m. Land grant	20	48.56	1,016.36
176035	Peters (n. o.), Merced.....	do	58.44	689	16.62	apt. 15 by 9, 7 t. a. w., Peters (n. o.) and Oakdale, 18.60 m.; c. p. 6 t. a. w., Peters (n. o.) and Oakdale, 13.30 m., 7 t. a. w., thence to Merced, 40.84 m.	8.87	71.32	4,288.98
176036	South Vallejo Wharf (n. o.), North Vallejo Wharf (n. o.)	do	1.60	808	10.02	c. p. 29 out, 14 in, South Vallejo Wharf (n. o.) and North Vallejo Wharf (n. o.), 1.60 m.	21.50	76.96	123.12
176037	Port Bragg, Duffey....	California Western Railroad Co.	18.28	754	16.02	c. p. 13 t. a. w., Port Bragg and Junction, 3.17 m., 7 t. a. w., thence to Duffey, 15.11 m.	8.04	74.38	1,359.66
176038	Oceanside, Fallbrook.	Atchison, Topeka and Santa Fe Rwy. Co.	21.49	100	15.48	c. p. 6 t. a. w., Oceanside and Fallbrook, 21.49 m.	6	42.75	918.69
176039	Glenellen, Ignacio....	California Northwestern Rwy. Co.	26.49	94	28.26	c. p. 13 t. a. w., Glenellen and Ignacio, 26.49 m.	13	42.75	1,132.44
176040	San Luis Obispo, Los Olivos.	Pacific Coast Rwy. Co.	67.10	419	14.40	apt. 12 by 8, 6 t. a. w., San Luis Obispo and Los Olivos, 65.80 m.; c. p. 8 t. a. w., San Luis Obispo and Orcutt, 38.72 m., 1 t. a. w., thence to Los Olivos, 28.38 m.	11.08	58.14	3,901.19
176041	San Luis Obispo, Port Harford.	do	11.32	22	15	c. p. 7 t. a. w., San Luis Obispo and Port Harford, 11.32 m.	7	42.75	483.93
176042	Barstow, Needles.....	Atchison, Topeka and Santa Fe Rwy. Co.	169.13	22,269	30.67	r. p. o. authorized 1 1/40 ft.; r. p. o. run, 60 by 9, 7 t. a. w., Barstow and Needles, 168.94 m.; apt. 30 by 9, 7 t. a. w., Barstow and Needles, 168.94 m.; c. p. 7 out, Barstow and Needles, 169.13 m. Land grant; route restated; r. p. o. pay, \$4,223.50 per annum, being \$25 per m. for 168.94 m.	17.50	238.86	48,008.24
176043	Lodi, Valley Springs..	Southern Pacific Co.	27.02	897	16.20	apt. 15 by 9, 13 t. a. w., Lodi and Valley Springs, 25.80 m.; c. p. 1 t. a. w., Lodi and Valley Springs, 27.02 m.	14	80.37	2,171.59
176044	Arcata, Carliotta.....	San Francisco and Northwestern Rwy. Co.	34.78	1,149	20.30	apt. 15 by 9, 13 t. a. w., Arcata and Alton, 21.32 m.; c. p. 18 out, 12 in, Arcata and Eureka, 8.39 m.; 0 t. a. w., thence to Alton, 21.32 m.; 13 t. a. w., thence to Carliotta, 5.07 m.	13.48	91.48	3,181.67
176045	Felton Boulder Creek.	Southern Pacific Co.	8.51	238	20.40	c. p. 23 t. a. w., Felton and Boulder Creek, 8.51 m.	25	45.31	385.58
176046	Yreka, Montague....	Yreka R. R. Co.	7.91	771	18.72	c. p. 14 t. a. w., Yreka and Montague, 7.91 m.	14	75.24	598.14
176047	Sweetwater Junction (n. o.), Sunnyside.	National City and Otay Rwy. Co.	4.71	50	20	c. p. 6 t. a. w., Sweetwater Junction (n. o.) and Sunnyside, 4.71 m.	6	42.75	201.35
176048	Colusa, Sites.....	Colusa and Lake R. R. Co.	22.70	178	13.90	c. p. 14 t. a. w., Colusa and Colusa Junction (n. o.), 9.31 m.; 7 t. a. w., thence to Sites, 12.79 m.	10.05	42.75	970.42
176049	Campbell, New Almaden.	Southern Pacific Co.	12.95	38	16.66	c. p. 7 t. a. w., Campbell and New Almaden, 12.95 m.	7	42.75	583.61
176050	Kramer, Johannesburg.	Atchison, Topeka and Santa Fe Rwy. Co.	28.61	226	19.88	c. p. 6 t. a. w., Kramer and Johannesburg, 28.61 m.	6	42.75	1,272.00

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size, etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.				Dollars.	Dollars.
176051	CALIFORNIA—cont'd. Burbank, Surf.....	Southern Pacific Co..	160.86	8,750	26.62	r. p. o. authorized 1 l. 40 ft., Burbank and Surf; r. p. o. run, 50 by 9, 7 t. a. w., Burbank and Surf, 160.54 m.; apt. 30 by 9, 7 t. a. w., Burbank and Montalvo, 60.11 m.; 14 t. a. w., thence to Santa Barbara, 32.36 m.; 7 t. a. w., thence to Surf, 68.07 m.; c. p. 0 t. a. w., Burbank and Oxnard, 55.74 m.; 7 out, 0 in, thence to Montalvo, 4.69 m.; 7 t. a. w., thence to Santa Barbara, 32.36 m.; 0 t. a. w., residue, 68.07 m. Route restated; r. p. o. pay, \$4,013.50 per annum, being \$25 per m. for 160.54 m.	17.83	210.33	\$3,833.68
176052	Truckee, Tahoe	Lake Tahoe Railway and Transportation Co.	15.03	.....	.....	Agreement route; summer service	6	.....	642.53
176053	Barstow, Los Angeles.	Atchison, Topeka and Santa Fe Rwy. Co.	141.30	19,224	27.27	r. p. o. authorized 1 l. 40 ft.; r. p. o. run 60 by 9, 7 t. a. w., Barstow and Los Angeles, 141.17 m.; apt. 30 by 9, 7 t. a. w., Barstow and Highland Junction (n. o.), 70.48 m.; 30 by 9, 7 t. a. w., 19 by 9, 13 t. a. w., thence to San Bernardino, 1.72 m.; 30 by 9, 7 t. a. w., 21 by 9, 7 out, 18 by 9, 6 out, 19 by 9, 13 t. a. w., thence to Los Angeles, 59.97 m.; c. p. 0 out, 7 in, Barstow and San Bernardino, 81.33 m.; 2 out, 9 in, thence to Los Angeles, 59.97 m.; r. p. o. pay, \$3,529.25 per annum, being \$25 per m. for 141.17 m.	24.02	322.33	45,545.22
176054	Berendo, Raymond ..	Southern Pacific Co.:	21.21	328	15.30	c. p. 14 t. a. w., Berendo and Raymond, 21.21 m.	14	51.30	1,088.07
176055	Highgrove, Orange...	Atchison, Topeka and Santa Fe Rwy. Co.	41.31	1,764	26.18	apt. 30 by 9, 7 out, 19 by 9, 6 out, 18 by 9, 6 out, 19 in, 20 by 9, 12 t. a. w., Highgrove and Riverside, 3.27 m.; 30 by 9, 7 out, 19 by 9, 6 out, 18 by 9, 13 in, thence to Orange, 37.55 m.; c. p. 8 out, 1 in, Highgrove and Riverside, 3.42 m.; 1 t. a. w., thence to Orange, 37.89 m.	15.77	117.99	4,874.16
176056	San Bernardino. Highland Junction (n. o.)	.....do	25.39	1,057	23.45	apt. 21 by 9, 7 out, 18 by 9, 6 out, 19 by 9, 13 in, San Bernardino and Highland Junction (n. o.), 25.39 m.; c. p. 1 t. a. w., San Bernardino and Highland Junction (n. o.), 25.39 m.	14	87.21	2,214.26
176057	Oceanside, Escondido	.....do	22.74	234	15.53	c. p. 6 t. a. w., Oceanside and Escondido, 22.74 m.	6	44.46	1,011.02
176058	Vacant	.....do .....	.....	.....	.....	.....	.....	.....	.....
176059	Perris, San Jacinto...	.....do	20.24	382	25.05	apt. 20 by 9, 12 t. a. w., Perris and San Jacinto, 19.43 m.	12	55.57	1,124.73
176060	Napa Junction, Santa Rosa	Southern Pacific Co.:	37.35	913	26.27	apt. 17 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., Napa Junction and Santa Rosa, 35.70 m.; c. p. 1 out, Napa Junction and Santa Rosa, 37.35 m.	13.50	81.22	3,083.66
176061	San Diego, Tia Juana (n. o.)	National City and Otay Rwy. Co.	19.40	444	15.24	c. p. 19 out, 18 in, San Diego and Sweetwater Junction (n. o.), 7.70 m., 13 out, 12 in, thence to Tia Juana, 11.70 m.	14.88	59.85	1,161.09

176062	Calwa Junction (n. o.), Corcoran.	Atchison, Topeka and Santa Fe Rwy. Co.	68.81	1,556	33.15	apt. 30 by 9, 7 out, 21 by 9, 7 t. a. w., Calwa Junction (n. o.) and Corcoran, 68.60 m.; c. p. 0 out, 14 in, Calwa Junction (n. o.) and Visalia, 43.99 m.; 7 t. a. w., thence to Tulare, 10.18 m.	16.01	108.58	7,471.88
176063	Los Angeles, National City.	do	133.32	5,892	25.43	apt. 31 by 9, 14 t. a. w., 12 by 9, 7 t. a. w., Los Angeles and San Diego, 126.44 m.; c. p. 28 out, 26 in, Los Angeles and Anaheim, 26.65 m.; 28 out, 19 in, thence to Orange, 4.88 m.; 26 out, 0 in, thence to Santa Ana, 2.87 m.; 6 out, 0 in, thence to San Diego, 92.04 m.; 18 out, 12 in, thence to Twenty-second street switch, 1.80 m.; 18 out, 6 in, thence to National City, 5.08 m.	29.11	180.40	24,060.92
176064	Cuba, Clio.	Sierra Valleys Rwy. Co.	38.17	136	12.68	c. p. 6 t. a. w., Cuba and Clio, 36.17 m. Route restated.	6	42.75	1,546.26
176065	Tracy, Armona.	Southern Pacific Co.	147.31	5,685	32.70	r. p. o. authorized \$1.50 ft., Tracy and Kernan; r. p. o. run 60 by 9, out, Tracy and Kernan, 110.60 m.; apt. 25 by 9, 7 t. a. w., Tracy and Armona, 146.97 m.; c. p. 7 out, Mendota and Kernan, 18.40 m.; r. p. o. pay \$2,212 per annum, being \$20 per m. for 110.60 m.	10.06	177.84	26,197.61
176066	Fresno, Portersville.	do	70.05	531	23.17	apt. 15 by 9, 7 t. a. w., Fresno and Exeter, 51.50 m.; 25 by 9, 7 t. a. w., 20 by 9, 6 t. a. w., Exeter and Portersville, 17.40 m.; c. p. 6 t. a. w., Fresno and Exeter, 52.13 m., 1 t. a. w., thence to Portersville, 17.92 m.	13.25	64.98	4,551.84
176067	Vacant.	do	6.81	122	16.18	c. p. 12 out, 13 in, Studebaker Station (n. o.) and Whittier, 6.81 m.	12.50	42.75	291.12
176068	Studebaker Station (n. o.), Whittier.	do	17.36	91	14.57	c. p. 6 t. a. w., Willow and Fruto, 17.36 m.	6	42.75	742.14
176069	Willow, Fruto.	San Francisco and Northwestern Rwy. Co.	12.58	649	19.38	apt. 15 by 9, 13 t. a. w., Alton and Scotia, 7.07 m.; c. p. 7 t. a. w., Scotia and Elinor, 5.49 m.	10.37	70.11	881.98
176070	Alton, Elinor.	do	7.10	307	17.56	c. p. 13 out, 12 in, Santa Rosa and Sebastopol, 7.10 m.	12.50	49.59	352.08
176071	Santa Rosa, Sebastopol.	California Northwestern Rwy. Co.	20.45	586	16.05	apt. 20 by 9, 7 t. a. w., 15 by 9, 6 t. a. w., Avon Station (n. o.) and San Ramon, 19.70 m.; c. p. 1 t. a. w., Avon Station (n. o.) and San Ramon, 20.45 m.	14	67.54	1,381.19
176072	Avon Station (n. o.), San Ramon.	Southern Pacific Co.	1.79	161	30	c. p. 26 out, 33 in, Mill Valley Junction (n. o.) and Mill Valley, 1.79 m.	29.50	42.75	76.52
176073	Mill Valley Junction (n. o.), Mill Valley.	North Shore R. R. Co.	51.59	747	23.51	apt. 20 by 9, 12 t. a. w., 30 by 9, 7 out, 19 by 9, 6 out, 18 by 9, 13 in, San Bernardino and Highgrove, 6.67 m.; 20 by 9, 12 t. a. w., thence to Perris, 18.19 m.; c. p. 8 out, 1 in, San Bernardino and Highgrove, 6.67 m., 12 t. a. w., Perris and Temecula, 26.73 m.	14.26	74.38	3,897.26
176074	San Bernardino, Temecula.	Atchison, Topeka and Santa Fe Rwy. Co.	24.65	64	12.80	c. p. 6 t. a. w., Fresno and Pollasky, 24.65 m.	6	42.75	1,053.78
176075	Fresno, Pollasky.	Southern Pacific Co.	40.49	561	16.98	c. p. 14 t. a. w., Imperial Junction (n. o.) and Calexico, 40.49 m.	14	66.69	2,700.27
176076	Imperial Junction (n. o.), Calexico.	do	32.14	306	19.20	c. p. 7 t. a. w., Chico and Stirling City, 32.14 m.	7	49.59	1,593.82
176077	Chico, Stirling City.	Butte County R. R. Co.	11.27	692	29.16	apt. 12 by 9, 7 t. a. w., Riverside and Colton, 7.60 m.; c. p. 27 out, 21 in, Riverside and Colton, 7.74 m., 28 out, 35 in, thence to San Bernardino, 3.53 m.	31.15	71.82	809.41
176078	Riverside, San Bernardino.	Southern Pacific Co.	4.37	542	16.55	c. p. 6 t. a. w., Burbank and Toluca, 4.37 m. Formerly waiver service.	6	65.83	287.67
176079	Burbank, Toluca.	do	45.64	848	24.66	apt. 30 by 9, 7 t. a. w., Surrey and Montalvo, 45.49 m.; c. p. 7 t. a. w., Surrey and Montalvo, 45.64 m. Formerly part of 176051.	14	78.66	3,590.04
176080	Surrey, Montalvo.	do	27.15	1,261	27.30	apt. 9 by 9, 12 t. a. w., Los Angeles and East San Pedro, 27.11 m.; c. p. 7 t. a. w., Los Angeles and Long Beach, 21.81 m.; 1 t. a. w., thence to East San Pedro, 5.34 m.	17.81	96.62	2,623.23
176081	Los Angeles, East San Pedro.	San Pedro, Los Angeles and Salt Lake R. R. Co.							

REPORT OF THE POSTMASTER-GENERAL.

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

No. of route.	State and termini.	Corporate title of company.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Character and frequency of service, size etc., of car or apartment (feet and inches); allowance for r. p. o. cars, and general remarks.	Average trips per week.	Pay per mile per annum for transportation.	Annual rate of pay for transportation.
			Miles.	Pounds.	21.04		13	Dollars. 64.98	Dollars. 1,697.92
176083	CALIFORNIA—cont'd. San Diego, Foster.....	San Diego Cuyamaca and Eastern Rwy. Co.	26.13	320		c. p. 13 t. a. w., San Diego and Foster, 26.13 m.....			
176084	Brynmawr, Craftonville.	Southern Pacific Co..	7.30	403	17.14	apt. 18 by 9, 7 t. a. w., Brynmawr and Craftonville, 7.20 m.; c. p. 19 out, 20 in, Brynmawr and Redlands, 3.24 m.; 6 t. a. w., thence to Craftonville, 4.06 m.	10.20	56.48	411.98
176085	Blake, Manvel.....	Atchison, Topeka and Santa Fe Rwy. Co.	29.38	53		c. p. 7 t. a. w., Blake and Manvel, 29.38 m. Route curtailed to end at Manvel from June 1, 1906.	7	42.75	1,255.99
176086	Oakland (Fortieth street, San Pablo avenue), Richmond	.....do.....	11.28	213	33	c. p. 21 out, 28 in, Oakland and Richmond, 11.28 m.....	24.50	43.60	491.80
176087	San Diego, La Jolla....	Los Angeles and San Diego Beach Rwy. Co.	14.39	247	17.14	c. p. 19 t. a. w., San Diego and La Jolla, 14.39 m.....	19	45.31	652.01
176088	Placerville, Camino...	Placerville and Lake Tahoe Rwy. Co.	9.33	76	5.14	c. p. 6 t. a. w., Placerville and Camino, 9.33 m.....	6	42.75	398.85
176089	Surf, Lompoc.....	Southern Pacific Co..	10.05	271	15.36	c. p. 21 t. a. w., Surf and Lompoc, 10.05 m.....	21	47.02	472.55
176090	Vacant.	.....do.....	17.81	213	23.05	apt. 19 by 9, 7 t. a. w., 12 by 9, 7 t. a. w., Bassett (n. o.) and Pomona, 17.81 m.	14	43.61	776.69
176091	Bassett (n. o.), Pomona.	Atchison, Topeka and Santa Fe Rwy. Co.	2.12	154	17.14	c. p. 18 t. a. w., Elsinore Junction (n. o.) and Elsinore, 2.12 m.....	18	42.75	90.63
176092	Elsinore Junction (n. o.), Elsinore.	Holton Inter-Urban Rwy. Co.	11.08	119	24	c. p. 6 t. a. w., El Centro and Holtville, 11.08 m.....	6	42.75	473.67
176093	El Centro, Holtville..	Southern Pacific Co..	9.50	35	16.36	c. p. 6 t. a. w., Loara Station (n. o.) and Los Alamitas, 9.50 m.....	6	42.75	406.12
176094	Loara Station (n. o.), Los Alamitas.	Atchison, Topeka and Santa Fe Rwy. Co.	314.03	4,738	24.67	apt. 30 by 9, 14 t. a. w., Point Richmond and Fresno, 191.48 m., 30 by 9, 14 t. a. w., 21 by 9, 14 t. a. w., thence to Calwa Junction (n. o.), 2.95 m., 30 by 9, 7 out, 14 in, 21 by 9, 7 t. a. w., thence to Corcoran, 44.21 m.; 30 by 9, 14 t. a. w., thence to Bakersfield, 63.29 m.; 30 by 9, 7 t. a. w., thence to Kern Junction (n. o.), 2.47 m.; c. p. 34 out, 35 in, San Francisco and Point Richmond and Richmond, 9.63 m.; 20 t. a. w., thence to Knightston, 46.85 m., 14 t. a. w., thence to Riverbank, 46.52 m., 7 t. a. w., thence to Fresno, 98.11 m., 0 out, 14 in, thence to	23.26	166.72	52,855.08
176095	San Francisco Ferry Station, Kern Junction (n. o.).								

B.—Table showing the readjustment of the rates of pay per mile on railroad routes in the section in which the quadrennial term expired, etc.—Continued.

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			<i>Miles.</i>	<i>Pounds.</i>				<i>Dollars.</i>	<i>Dollars.</i>
176117	CALIFORNIA—cont'd. Fruitvale, Oakland Pier (n. o.).	Southern Pacific Co. . .	6.54	637	13.84	c. p. 12 out, 0 in, Fruitvale and Twenty-third avenue, 0.98 m.; 12 out, 20 in, thence to Seventh and Broadway, 2.37 m.; 62 out, 64 in, thence to Station A, 0.83 m.; 31 out, 32 in, thence to Oakland Pier (n. o.), 2.36 m. Formerly part of 176023.	29.66	63.25	432.89
176118	Oakland (Fourteenth Street Station), Alameda Mole (n. o.).	.....do	4.20	998	18.50	c. p. 83 out, 44 in, Oakland (Fourteenth street station) and Alameda Mole (n. o.), 4.20 m. Formerly part of 176031.	63.50	84.64	355.48
176119	Oakdale, Riverbank.	Atchison, Topeka and Santa Fe Rwy. Co.	6.68	118	24	c. p. 7 out, 14 in, Oakdale and Riverbank, 6.68 m	10.50	42.75	285.57
176120	Junction (n. o.), Glenblair.	California Western Railroad and Navigation Co.	3.25	26	5.29	c. p. 6 t. a. w., Junction and Glenblair, 3.25 m	6	42.75	188.93
176121	Ione, Jackson	Ione & Eastern R. R. Co.	14.68	453	12	c. p. 7 t. a. w., Ione and Jackson, 14.68 m	7	60.71	891.22
178001	ALASKA. Skagway, White Pass (n. o.).	Pacific and Arctic Railway and Navigation Co.	20.60	1,122	.....	c. p. 6 t. a. w., Skagway and White Pass (n. o.), 20.60 m	6	90.63	1,866.97
180001	HAWAII. Honolulu, Kahuku ..	Oahu Railway and Land Co.	71.48	201	22.07	c. p. 20 out, 18 in, Honolulu and Ewa, 18.30 m.; 14 out, 12 in, thence to Kahuku, 53.18 m.	14.53	42.75	3,055.77
180002	Waialuku, Paia	Kahului R. R. Co.	9.70	284	13.80	c. p. 18 t. a. w., Waialuku and Kahului, 3.20 m.; 12 t. a. w., thence to Paia, 6.50 m.	13.95	47.08	456.19
180003	Kahului, Puunene ..	.....do	2.67	115	13.26	c. p. 24 out, 13 in, Kahului and Puunene, 2.67 m	21	42.75	114.14
180004	Vacant.	Hilo R. R. Co.	14.46	24	17.69	c. p. 3 t. a. w., Olaa and Pahoa, 14.46 m. Service discontinued from Aug. 16, 1906.	3	42.75	618.16
180005	Olaa, Pahoa .....	.....do	25.76	155	17.51	c. p. 13 out, 12 in, Hilo and Olaa, 8.29 m.; 10 out, 9 in, thence to Mountain View, 10.38 m.; 9 t. a. w., thence to Glenwood Station (n. o.), 6.62 m. Memo.: 25.76 m. to Aug. 16, 1906; 25.29 m. from Aug. 17, 1906.	10.35	42.75	1,101.24

C.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from June 30, 1836, to June 30, 1906.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836.....		a 1,878, 296			
June 30, 1837.....	974	a 1,793, 024	a \$307, 444		
June 30, 1838.....		a 2,356, 352	a 494, 123		
June 30, 1839.....		a 3,396, 055	a 520, 602		
June 30, 1840.....		a 3,880, 053	a 596, 353		
June 30, 1841.....		a 3,946, 450	a 585, 843		
June 30, 1842.....	3,091	a 4,424, 262	432, 568	2,117	
June 30, 1843.....		a 5,692, 402	a 733, 687		
Nov. 1, 1843.....	3,714	(a)	531, 752	623	
June 30, 1844.....		a 5,747, 355	a 802, 006		
June 30, 1845.....		a 6,484, 592	a 843, 430		
Oct. 31, 1845.....	4,092	(a)	587, 769		
June 30, 1846.....		a 7,781, 828	a 870, 570		
Nov. 1, 1846.....	4,402		587, 769	310	
June 30, 1847.....		4,170, 403	597, 475		
Nov. 1, 1847.....	4,735		597, 923	333	
June 30, 1848.....		4,327, 400	584, 192		
Oct. 1, 1848.....	4,957		587, 204	222	
June 30, 1849.....	5,497	4,861, 177	635, 740	540	
June 30, 1850.....	6,886	6,524, 693	818, 227	1,389	
June 30, 1851.....	8,255	8,364, 503	985, 019	1,369	
June 30, 1852.....	10,146	11,082, 768	1,275, 520	1,891	
June 30, 1853.....	12,415	12,986, 705	1,601, 329	2,269	
June 30, 1854.....	14,440	15,433, 389	1,758, 610	2,025	
June 30, 1855.....	18,333	19,202, 469	2,073, 089	3,893	
June 30, 1856.....	20,323	21,809, 296	2,310, 389	1,990	
June 30, 1857.....	22,530	24,267, 944	2,559, 847	2,207	
June 30, 1858.....	24,431	25,763, 452	2,828, 301	1,901	
June 30, 1859.....	26,010	27,268, 384	3,243, 074	1,579	
June 30, 1860.....	27,129	27,653, 749	3,349, 662	1,119	
May 31, 1861.....	16,886	b 5,701, 093	b 978, 010		6,886
June 30, 1861.....	22,018	23,116, 823	2,543, 709	1,775	
June 30, 1862.....	21,338	22,777, 219	2,498, 115		680
June 30, 1863.....	22,152	22,871, 558	2,538, 517	814	
June 30, 1864.....	22,616	23,301, 942	2,567, 044	464	
June 30, 1865.....	23,401	24,087, 568	2,707, 421	785	
June 30, 1866.....	32,092	30,609, 467	3,391, 592	c 8,691	
June 30, 1867.....	34,015	32,437, 900	3,812, 600	1,923	
June 30, 1868.....	36,018	34,886, 178	4,177, 126	2,003	
June 30, 1869.....	39,537	41,399, 284	4,723, 680	3,519	
June 30, 1870.....	43,727	47,551, 970	5,128, 901	4,190	
June 30, 1871.....	49,834	55,557, 048	5,724, 979	6,107	
June 30, 1872.....	57,911	62,491, 749	6,502, 771	8,077	
June 30, 1873.....	63,457	65,621, 445	7,257, 196	5,546	
June 30, 1874.....	67,734	72,460, 545	9,113, 190	4,277	
June 30, 1875.....	70,083	75,154, 910	9,216, 518	2,349	
June 30, 1876.....	72,348	77,741, 172	9,543, 134	2,265	
June 30, 1877.....	74,546	85,358, 710	d 9,053, 036	2,198	
June 30, 1878.....	77,120	92,120, 395	9,566, 595	2,574	
June 30, 1879.....	79,991	93,092, 992	e 9,567, 590	2,571	
June 30, 1880.....	85,320	96,497, 463	10,498, 968	5,329	
June 30, 1881.....	91,569	103,521, 229	11,613, 364	6,249	
June 30, 1882.....	100,563	113,995, 318	12,753, 184	8,994	
June 30, 1883.....	110,208	129,198, 641	13,887, 800	9,645	
June 30, 1884.....	117,160	142,541, 392	15,012, 603	6,952	
June 30, 1885.....	121,032	151,910, 845	16,627, 983	3,872	
June 30, 1886.....	123,933	165,699, 389	17,336, 512	2,901	
June 30, 1887.....	130,949	169,689, 866	18,056, 272	7,016	
June 30, 1888.....	143,713	185,485, 783	19,524, 959	12,764	
June 30, 1889.....	150,381	204,192, 489	21,639, 613	6,668	
June 30, 1890.....	154,779	215,715, 680	23,395, 232	4,398	
June 30, 1891.....	159,518	228,719, 900	25,183, 713	4,739	
June 30, 1892.....	162,576	239,731, 509	27,126, 529	3,058	
June 30, 1893.....	166,952	252,750, 574	28,910, 195	4,376	
June 30, 1894.....	169,768	264,717, 595	30,358, 190	2,816	
June 30, 1895.....	171,212	267,117, 737	31,205, 342	1,444	
June 30, 1896.....	172,794	268,806, 324	32,405, 797	1,581	
June 30, 1897.....	173,475	273,190, 356	33,876, 521	681	
June 30, 1898.....	174,777	281,585, 612	34,703, 847	1,392	
June 30, 1899.....	176,727	287,591, 269	36,117, 876	1,950	
June 30, 1900.....	179,982	297,256, 303	37,793, 982	3,255	
June 30, 1901.....	183,359	302,613, 325	38,519, 624	3,377	
June 30, 1902.....	187,130	312,521, 478	39,953, 608	3,771	
June 30, 1903.....	192,852	333,491, 684	41,886, 849	5,722	
June 30, 1904.....	196,907	353,038, 398	44,695, 610	4,055	
June 30, 1905.....	200,965	362,645, 731	45,576, 515	4,058	
June 30, 1906.....	203,823	371,661, 071	47,481, 037	2,858	

a Railroad and steamboat service combined; no separate report.

b Decrease caused by the discontinuance of service in the Southern States.

c Increase attributable in part to the resumption of service in the Southern States.

d Decrease in cost caused by reduction in the rate of pay under act of July 12, 1876.

e Decrease in cost caused by reduction in the rate of pay under act of June 17, 1878.

D.—Itemized statement of number, prices, and cost of all mail bags and also the cost of wages, cotton canvas, etc., paid for during the fiscal year ended June 30, 1906, out of the appropriation for mail bags, etc.

Articles purchased.	Size.	Number.	Price.	Itemized cost.	Aggregate cost.
Mail pouches, sacks, etc.:					
Canvas pouches with leather bottoms and soft heads.....	No. 2 ..	13,400	\$2.156	\$28,890.46	
Do.....	No. 3 ..	8,250	1.865	15,386.25	
Do.....	No. 4 ..	150	1.6495	247.42	
					\$44,524.07
Catcher pouches.....		10,498	1.53		16,061.94
Sacks for second, third, and fourth class matter.....	No. 1 ..	a 104,700	.735	76,923.17	
Do.....	No. 2 ..	b 20,000	.586	11,712.37	
Do.....	No. 3 ..	c 10,000	.3267	3,265.92	
					91,901.46
Foreign canvas sacks.....	No. 0 ..	1,501	.742	1,113.74	
Do.....	No. 1 ..	d 10,350	.633	6,547.38	
Do.....	No. 2 ..	2,111	.447	943.62	
					8,604.74
Foreign registered sacks.....	No. 0 ..	2,121	.683	1,448.64	
Do.....	No. 1 ..	3,004	.40	1,201.60	
					2,650.24
Jute burlap sacks.....		3,281	.195		639.80
Underwriter's fire extinguishers.....		10	12.00		120.00
Open-back, single-acting press.....		1			104.91
Wax thread sewing machine, with all attachments, No. 45 K 52.....		1			163.00
Pasteur filter, 72 gallons capacity.....		1			60.00
Lewis patent fire escape..... per foot.....		2	1.00		134.00
Steel for cord fasteners, label cases, etc., pounds.....		59,144			2,239.26
Brass for grommets, etc..... pounds.....		13,356			2,065.95
Sea island fabric..... yards.....		6,428			1,493.93
Canvas for making new equipment.....do.....		43,190			11,336.07
Soft cotton rope.....					178.23
Malleable iron dogs for cord fasteners, pounds.....		7,976			578.26
Link castings for soft-head pouches, pounds.....		1,283			197.83
Leather for new equipment..... pounds.....		16,361			6,424.93
Charcoal iron wire for staples.....do.....		4,782			207.81
Whitewashing inside of building.....					405.00
Cartage of miscellaneous materials from freight depots.....					71.74
Ice..... pounds.....		54,435			78.93
Laundry.....					23.69
Repairing pouches, sacks, etc.:					
Labor.....					146,834.26
Repairs made by postmasters and allowed by this office.....					64.20
Cord, thread, and twine.....					8,564.38
Beeswax.....					232.50
Malleable iron rings.....					470.62
Rivets and burs.....					1,635.85
Canvas remnants for repairing purposes, pounds.....		7,231			1,327.13
Traveling expenses and inspection for shop.....					209.35
Miscellaneous expenses for tools, stock, etc.....					675.68
Total.....					350,279.56
Unexpended balance of appropriation.....					734.54
Appropriation.....					c 351,014.10

a {A deduction of 2½ cents per sack on 838 sacks..... \$21.11

b {A deduction of 7 cents per sack on 146 sacks..... 10.22

c {A deduction of 1½ cents per sack on 436 sacks..... 7.63

d {A deduction of 1½ cents per sack on 86 sacks..... 1.08

e {A deduction of 1½ cents per sack on 259 sacks..... 4.17

f {A deduction of 7 cents per sack on 4 sacks..... 2.80

g The sum of \$514.75 transferred to appropriation for mail bags, etc., for distinctive equipment furnished the Isthmian Canal Commission. The sum of \$499.35 transferred to appropriation for mail bags, etc., from city delivery appropriation for repairing carrier satchels at bag shop.

E.—Statement of expenditures out of the appropriation for mail locks and keys, chains, tools and machinery, and for labor and material for repairing same, and for incidental expenses pertaining thereto, during the fiscal year ended June 30, 1906.

Articles.	Cost.
Labor.....	\$33,546.08
Steel.....	639.20
Brass.....	18.48
Castings.....	2,127.61
Wire, brass, steel, charcoal iron, and phosphor bronze.....	1,506.88
Acid.....	102.51
White cotton waste.....	22.50
Pyralin disks (32,000).....	670.00
Flat steel key rings (5,000).....	25.00
American potash.....	42.60
Short safety key chains (3,170).....	250.43
Tin and zinc.....	211.89
Screws.....	56.39
Lacquer and thinner.....	107.08
Small tools, etc.....	44.33
Key blanks for "Double star" locks (100,000).....	1,110.00
Holtzer-Cabot single-phase, alternating-current motor, 1 horsepower.....	88.20
Porcelain enameled wash bowls, 3 complete batteries.....	252.00
Westinghouse single-phase, alternating-current motors, 5 horsepower (4).....	744.80
Nagle vertical boiler, with all fittings, etc., 6 horsepower.....	125.00
Underwriter's fire extinguishers (6).....	72.00
Sheet-steel lockers (40).....	240.00
Black wire screens.....	58.00
Bench legs fitted with flat-head bolts, etc. (29).....	87.00
Pressed steel shop pans equipped with handles.....	10.56
Hisey portable electrical grinder, with all attachments.....	48.00
Factory stools, with metal frames, etc.....	78.71
Electric current from Apr. 23 to June 30, 1906.....	55.02
Lumber.....	195.98
Laundry.....	6.86
Miscellaneous.....	272.38
Total.....	42,815.49
Unexpended balance of appropriation.....	3,944.06
Appropriation.....	a 46,759.55

a The sum of \$19.40 transferred to appropriation for mail locks and keys from Philippine Islands appropriation on account of Philippine Islands mail locks repaired at mail lock repair shop.

The sum of \$33.95 transferred from Isthmian Canal appropriation to that for mail locks and keys on account of distinctive equipment made at the mail lock repair shop for use of Isthmian Canal Commission.

The sum of \$1,706.20 transferred from appropriation for "Exchange and miscellaneous expenses from the money-order service" to that for mail locks and keys for the manufacture of 42,655 steel paper cutters at the mail lock repair shop.

F.—Statement of expenditures out of the appropriation for rent of building for mail bag and mail lock repair shops and for fuel, gas, watchmen and charwomen, oil, and repair of machinery for said shops during fiscal year ended June 30, 1906.

Items.	Cost.
Rent of building for mail bag and mail lock repair shops.....	\$5,000.00
Rent of blacksmith shop.....	95.45
Wages paid charwomen.....	239.34
Repair of machinery.....	432.08
Leather belting and shafting.....	106.12
Coal (359 tons).....	1,983.79
Wood.....	11.80
Gas.....	538.70
Oil (320 gallons).....	61.10
Total.....	8,468.36
Unexpended balance of appropriation.....	531.64
Appropriation.....	9,000.00

G.—Number of United States mail pouches and sacks in service June 30, 1906.

	In use July 1, 1904.	In use July 1, 1905.	Fur- nished under contract during the year.	Made at the shop.	Total.	Con- demned and retired from service.	Sold to Isth- mian Canal Com- mis- sion.	In use July 1, 1906.
Pouches:								
No. 2.....	84,406	89,410	13,434	50	102,894	6,069		96,825
No. 3.....	71,239	73,163	8,251	140	81,554	6,416	90	75,048
No. 4.....	40,002	43,058	150	75	43,283	3,903	75	39,305
No. 5.....	31,085	30,109		1,998	32,107	2,247		29,860
Through registered pouches:								
No. 1.....	3,158	3,999		2,000	5,999	463		5,536
No. 2.....	6,139	6,817		1,300	8,117	808		7,309
No. 3.....	2,082	2,076			2,076			2,076
Catcher pouches.	47,941	49,776	10,498		60,274	7,386		52,888
Horse mail bags:								
No. 1.....	2,678	2,144		699	2,843	474		2,369
No. 2.....	3,869	3,526		700	4,226	735		3,491
No. 3.....	1,143	976			976	167		809
Sacks for second, third, and fourth class matter:								
No. 1.....	803,707	867,554	104,701	50	972,305	a 38,300		934,005
No. 2.....	131,976	141,226	20,001	20	161,247	b 5,327	40	155,890
No. 3.....	86,126	85,825	10,000		95,825	572		95,253
Inner registered sacks:								
No. 1.....	57	57			57			57
No. 2.....	6,084	6,813		2,000	8,813	492		8,321
No. 3.....	3,478	3,669		500	4,169	185		3,984
No. 4.....	844	804			804	44		760
Foreign canvas sacks:								
No. 0.....	7,274	8,227	1,501	19	9,747	c 211		9,536
No. 1.....	35,228	43,424	10,350		53,774	d 1,726		52,048
No. 2.....	18,574	19,537	2,111		21,648	58		21,590
No. 3.....	11,922	11,671			11,671	94		11,577
Foreign registered sacks:								
No. 0.....	11,125	13,272	2,121	10	15,403	25		15,378
No. 1.....	15,943	18,967	3,004	10	21,981	16		21,965
No. 2.....	3,667	3,855			3,855	17		3,838
No. 3.....	2,324	2,310		40	2,350	10		2,340
Coin sacks.....	43,439	45,439		4,494	49,933			49,933
Sea-island sacks.....	14,990	14,959			14,959	7		14,952
Knapsack pouches.....	36	36			36			36
Sacks for letter boxes.....	110	110			110			110
Special sacks for Alaska.....	250	250			250			250
Special pouches for Alaska.....	249	249			249	1		248
Special "3A" pouches.....	252	252			252			252
Special No. 3 sacks, strung.....	150	150			150			150
Special R. M. S. waste sacks.....	18,259	17,776	3,281		21,057	648		20,409
Special R. M. S. canvas sacks for postal clerks.....	2,853	2,836		50	2,886	84		2,802
"Queen Bee" pouches.....	51	51			51			51
Pneumatic-tube pouches.....	509	815		14	829	12		817
Special lock pouches.....	43	43			43			43
R. M. S. collectors' satchels.....	91	100			100			100
"Parcels Post" sacks:								
No. 0.....				100	100			100
No. 1.....				1,225	1,225			1,225
No. 2.....				200	200			200
"S. P." sacks.....				12,383	12,383			12,383
Sea-post sacks:								
No. 0.....				950	950			950
No. 1.....				600	600			600
Total.....	1,513,323	1,615,331	e 189,403	29,627	1,834,361	76,497	205	1,757,659

a Including 12,383 No. 1 sacks withdrawn and converted into pouches.

b Including 200 No. 2 sacks (Class D) withdrawn and stenciled "Parcels Post."

c Including 100 No. 0 foreign sacks withdrawn and stenciled "Parcels Post."

d Including 1,225 No. 1 foreign sacks withdrawn and stenciled "Parcels Post."

e Including 34 No. 2 pouches, 1 No. 3 pouch, 1 No. 1, and 1 No. 2 sacks received in exchange from the Philippine islands postal administration for distinctive equipment made at the bag shop for the exclusive use of that service.

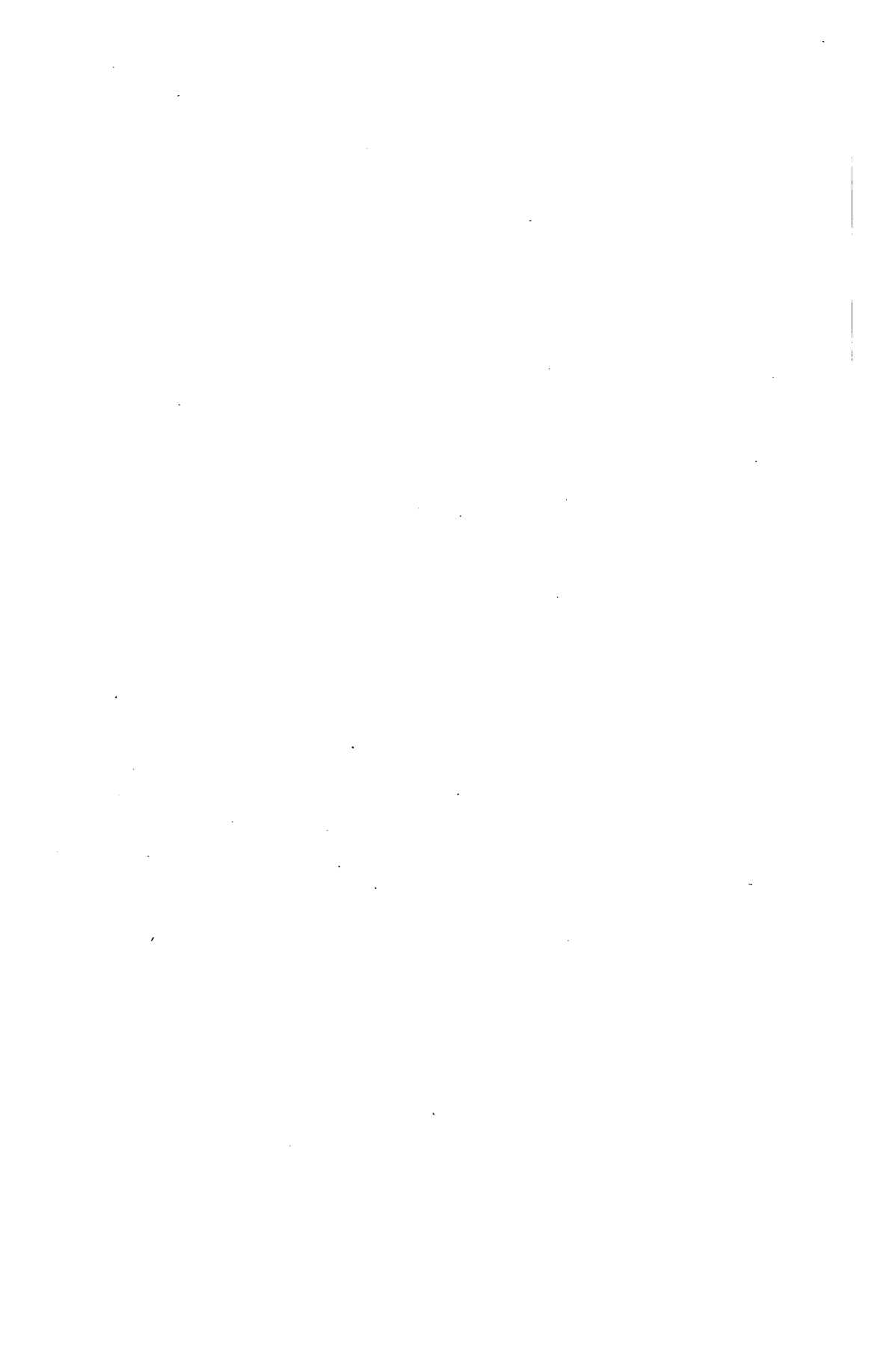
H.—Statement of condemned material sold at the mail equipment shops during the fiscal year ended June 30, 1906.

Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
			<i>Pounds.</i>		
Edw. D. McKown...	July 11, 1905	Condemned scrap leather, medium pieces.	16,150	\$4.25 per 100 pounds.	\$686.38
Do.....	do.....	Condemned scrap leather, large pieces.	4,258	\$7.25 per 100 pounds.	308.70
Do.....	do.....	Condemned scrap leather, small pieces.	3,504	50 cents per 100 pounds.	17.52
N. Frank & Sons....	Sept. 26, 1905	Condemned canvas clip-pings.	24,445	\$2.86 per 100 pounds.	699.13
Thos. H. O'Connor...	Oct. 19, 1905	Condemned bag heads with rings.	3,000	\$1.05 per 100 pounds.	31.50
Lewis Hopfenmaier..	Sept. 22, 1905	Condemned scrap lacing cord.	1,694	90 cents per 100 pounds.	15.25
N. Frank & Sons....	Dec. 7, 1905	Condemned canvas clip-pings.	23,014	\$2.86 per 100 pounds.	658.20
By advertisement...	Jan. 3, 1906	Condemned pouch flaps with metal parts.	23,757	46 cents per 100 pounds.	109.28
	do.....	Packers for condemned pouch flaps.	775	94 cents per 100 pounds.	7.29
Lewis Hopfenmaier..	Dec. 7, 1905	Condemned scrap lacing cord.	1,778	90 cents per 100 pounds.	16.00
Do.....	Feb. 15, 1906	Condemned jute and bur-lap.	806	70 cents per 100 pounds.	5.64
Thos. H. O'Connor...	Jan. 29, 1906	Condemned bag heads with rings.	6,000	\$1.05 per 100 pounds.	63.00
Lewis Hopfenmaier..	Dec. 21, 1906	Condemned iron and steel label cases, burs, etc.	13,894	40 cents per 100 pounds.	55.58
N. Frank & Sons....	do.....	Condemned brass grom-mets, label cases, etc.	8,839	\$7.65 per 100 pounds.	676.18
Do.....	do.....	Condemned copper rivets and burs.	409	\$12.05 per 100 pounds.	49.28
Lewis Hopfenmaier..	Jan. 15, 1906	Condemned steel strips, etc.	4,965	30 cents per 100 pounds.	14.90
N. Frank & Sons....	Feb. 14, 1906	Condemned canvas clip-pings.	27,354	\$2.86 per 100 pounds.	782.32
Thos. H. O'Connor...	Mar. 15, 1906	Condemned bag heads with rings.	3,000	\$1.05 per 100 pounds.	31.50
Lewis Hopfenmaier..	Feb. 23, 1906	Condemned scrap lacing cord.	1,983	90 cents per 100 pounds.	17.85
N. Frank & Sons....	Apr. 7, 1906	Condemned canvas clip-pings.	24,398	\$2.86 per 100 pounds.	697.78
Lewis Hopfenmaier..	do.....	Condemned scrap lacing cord.	1,377	90 cents per 100 pounds.	12.39
Thos. H. O'Connor...	Apr. 9, 1906	Condemned bag heads with rings.	3,051	\$1.05 per 100 pounds.	32.04
Edw. D. McKown...	Dec. 6, 1906	Condemned scrap leather medium pieces.	9,844	\$4.25 per 100 pounds.	418.37
Do.....	do.....	Condemned scrap leather, large pieces.	8,072	\$7.25 per 100 pounds.	585.22
Do.....	do.....	Condemned scrap leather, small pieces.	2,611	50 cents per 100 pounds.	13.06
Lewis Hopfenmaier..	Apr. 28, 1906	Condemned steel strips....	7,025	30 cents per 100 pounds.	21.08
N. Frank & Sons....	June 7, 1906	Condemned brass grom-mets, labels, cases, etc.	7,968	\$7.65 per 100 pounds.	609.55
Lewis Hopfenmaier..	June 29, 1906	Condemned lacing cord....	2,137	90 cents per 100 pounds.	19.23
Do.....	June 6, 1906	Condemned cast bronze....	1,060	\$9.60 per 100 pounds.	101.76
Columbia Smelting and Refining Works.	July 6, 1906	Condemned brass scale weights.	800	\$5.64 per 100 pounds.	45.12
Lewis Hopfenmaier..	June 6, 1906	Condemned phosphor bronze.	212	\$9.60 per 100 pounds.	20.35
Do.....	do.....	Condemned iron and steel scraps.	2,655	40 cents per 100 pounds.	10.62
Do.....	June 21, 1906	Condemned iron and steel.	10,355	do.....	41.42
Thos. H. O'Connor...	May 31, 1906	Condemned bag heads with rings.	3,375	\$1.05 per 100 pounds.	35.44
N. Frank & Sons....	June 7, 1906	Condemned canvas clip-pings.	27,049	\$2.86 per 100 pounds.	773.60
Edw. D. McKown...	June 23, 1906	Condemned scrap leather, medium pieces.	18,372	\$4.25 per 100 pounds.	780.81
Do.....	do.....	Condemned scrap leather, large pieces.	3,168	\$7.25 per 100 pounds.	229.68
Do.....	do.....	Condemned scrap leather, small pieces.	4,230	50 cents per 100 pounds.	21.15
N. Frank & Sons....	July 13, 1906	Condemned canvas clip-pings.	13,845	\$2.86 per 100 pounds.	395.97

H.—Statement of condemned material sold at the mail equipment shops during the fiscal year ended June 30, 1906—Continued.

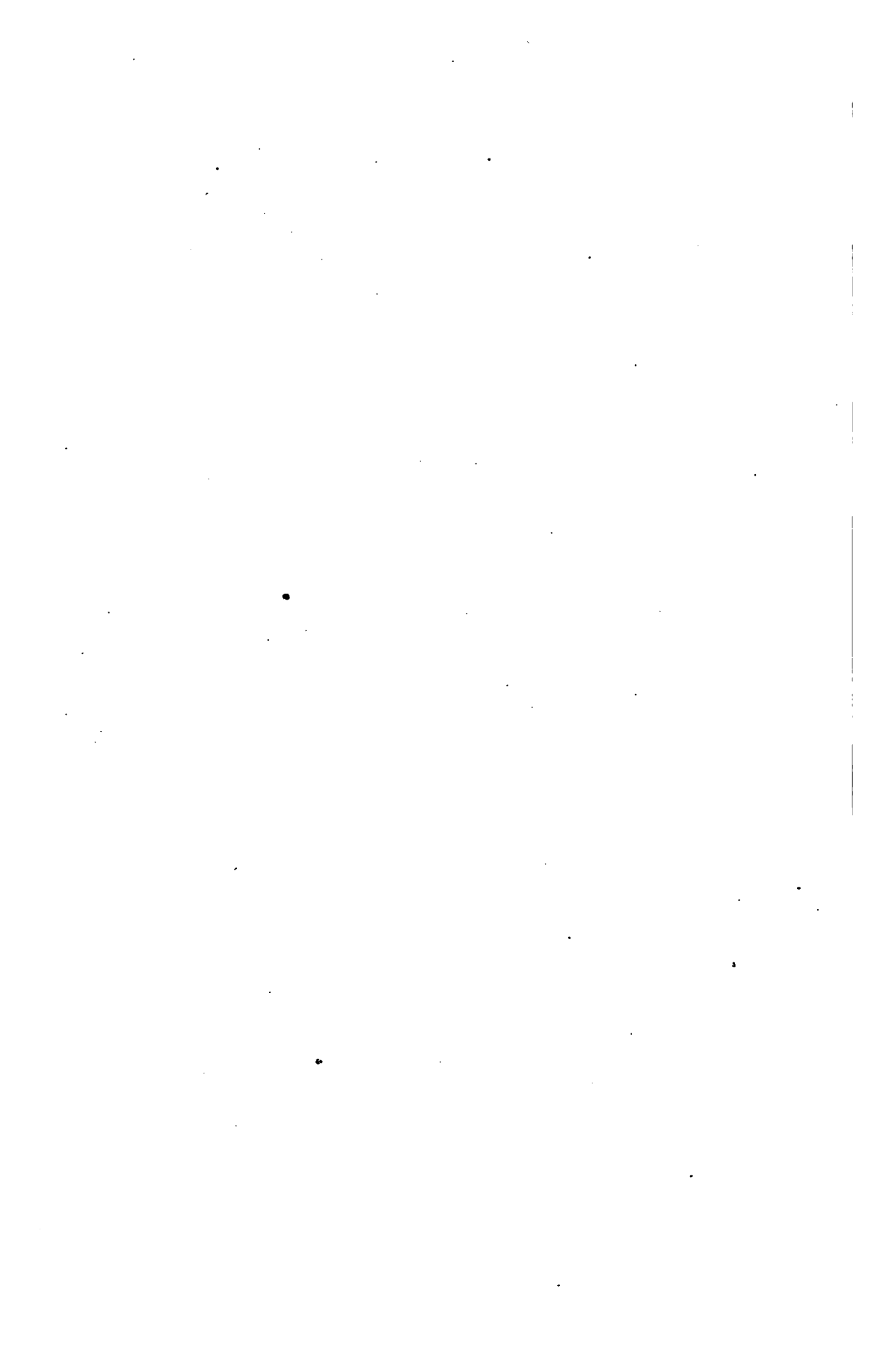
Name of contractor.	Date of delivery.	Articles.	Quantity delivered.	Price.	Total.
Thos. H. O'Connor..	July 24, 1906	Condemned bagheads with rings.	<i>Pounds.</i> 2,315	\$1.05 per 100 pounds.	\$24.31
Lewis Hopfenmaier..	July 18, 1906	Condemned scrap lacing cord.	400	90 cents per 100 pounds.	3.60
Do.....	July 8, 1906	Condemned jute and bur-lap.	1,012	70 cents per 100 pounds.	7.08
Do.....	July 13, 1906	Condemned iron and steel.	5,855	40 cents per 100 pounds.	23.42
Do.....	July 12, 1906	Condemned cast bronze...	250	\$9.60 per 100 pounds.	24.00
N. Frank & Sons.....	July 23, 1906	Condemned scrap brass...	300	\$7.65 per 100 pounds.	22.95
Lewis Hopfenmaier..	July 12, 1906	Condemned iron and steel scraps.	533	40 cents per 100 pounds.	2.13
Do.....	.....do.....	Condemned steel strips....	1,130	30 cents per 100 pounds.	3.39

REPORT
OF THE
THIRD ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



INDEX TO TABLES AND OTHER PAPERS INCLUDED IN THIS REPORT.

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REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., December 13, 1906.

SIR: I have the honor to submit the following report for the fiscal year ended June 30, 1906. The postal subjects within the jurisdiction of this Bureau are:

First. The financial system, involving the receipt and disposal of all moneys coming directly to the Department; the collection of all moneys due the Department; the payment, by warrant or draft, of accounts chargeable against appropriations for the postal service; the designation of depositories for postal funds; and the supervision and instruction of all postmasters relative to the disposition of the postal revenue from whatever source.

Second. The supervision and collection of postal revenue accruing through the sale of stamped paper of all kinds issued to postmasters, and the keeping of accounts thereof.

Third. The redemption of spoiled or damaged stamped paper sent by postmasters to the Department for redemption.

Fourth. The classification of domestic mail matter, involving the determination of the admissibility of publications to the second class of mail matter, the supervision of those therein, the keeping of the necessary records in connection therewith, and the instruction of postmasters relative thereto.

Fifth. The use of penalty envelopes and the franking privilege.

Sixth. The supervision of furnishing postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards to postmasters; also general control of the several agencies where stamped paper is manufactured.

Seventh. The registry system, involving the supervision of the registered-mail service and the record forms used therein, the establishment and control of all registered-pouch exchanges, the instruction of all postal officers relative thereto, and the consideration of all claims for indemnity for lost registered matter.

Eighth. The money-order system, involving the supervision and management of the money-order service, both domestic and international, and the preparation of conventions for the exchange of money-orders with foreign countries.

DIVISION OF FINANCE.

FINANCIAL STATEMENT, POSTAL SERVICE.

The postal revenue, by items, and the total actual expenditures for the year are as follows:

Ordinary postal revenue, consisting of—	
Sales of postage stamps, stamped envelopes, newspaper wrappers, and postal cards.....	\$152, 137, 405. 01
Second-class postage (pound rate) paid in money.....	6, 603, 388. 40
Receipts from box rents.....	3, 258, 061. 97
Third and fourth class postage paid in money.....	1, 892, 791. 41
Letter postage paid in money (made up principally of balances due from foreign administrations).....	105, 346. 30
Fines and penalties.....	54, 863. 59
Miscellaneous receipts.....	101, 496. 28
Receipts from unclaimed dead letters.....	24, 090. 52
Total ordinary postal revenue.....	164, 175, 443. 48
Receipts from money-order business.....	3, 018, 822. 62
Unclaimed money orders more than one year old.....	738, 516. 85
Total receipts from all sources.....	\$167, 932, 782. 95
Expenditures:	
Actual amount of expenditures for the service of the year ended June 30, 1906 (which includes all the expenditures made on account of the year up to three months after its close).....	178, 270, 103. 02
Expenditures during the year on account of previous years.....	179, 675. 87
	178, 449, 778. 89
Excess of expenditures over receipts.....	10, 516, 995. 94

COMPARISON.

The following comparisons of receipts, expenditures, and deficiencies with those of the previous year are presented:

Receipts:	
Postal receipts for 1906 (including amount derived from money-order business).....	\$167, 932, 782. 95
Postal receipts for 1905 (including amount derived from money-order business).....	152, 826, 585. 10
Increase in postal receipts (including amount derived from money-order business) for 1906 as compared with 1905.....	15, 106, 197. 85
Per cent of increase.....	9. 88
Postal receipts for 1906 (excluding amount derived from money-order business).....	164, 175, 443. 48
Postal receipts for 1905 (excluding amount derived from money-order business).....	150, 239, 954. 98
Increase in postal receipts (excluding amount derived from money-order business) for 1906 as compared with 1905.....	13, 935, 488. 50
Per cent of increase.....	9. 27
Expenditures:	
Total expenditures during 1906 (including amount expended on account of previous years).....	178, 449, 778. 89
Total expenditures during 1905 (including amount expended on account of previous years).....	167, 399, 169. 23
Increase in expenditures in 1906 over 1905.....	11, 050, 609. 66
Per cent of increase.....	6. 60

Deficiencies:

Excess of expenditures over receipts, 1905	\$14,572,584.13
Excess of expenditures over receipts, 1906	10,516,995.94

Decrease in excess of expenditures over receipts 1906 from 1905	4,055,588.19
Per cent of decrease	27.83

The outstanding liabilities at the close of the year and the cost of transporting the mails over the subsidized Pacific railroads that have not yet settled their bonded accounts with the Government (the latter amounting to \$741,171.66) are not included in the foregoing statement.

A detailed statement of postal appropriations and expenditures, by items, will be found in Table No. 1, on page 314, of this report.

GROSS DEFICIENCY.

LOSSES BY BURGLARY, FIRE, BAD DEBTS, AND COMPROMISES.

During the year, in cases of loss by burglary and fire, where compromises with debtors were found to be necessary, and in others where outstanding debts could not be collected, the Department suffered losses amounting altogether to \$25,945.82. If this amount is added to \$10,516,995.94, the total excess of expenditures over receipts, including expenditures during the year on account of previous years, the gross deficit on account of the postal service during the year 1906 will aggregate \$10,542,941.76.

THE TRUE COST OF THE POSTAL SERVICE.

This statement shows the condition of the books at the close of the year according to the established method of reckoning the revenues and the cost of maintaining the service. This method leaves out of account the cost of the executive branch and the office of the Auditor for the Post-Office Department, both located in Washington. These have not in the past been included in the published statements of receipts and expenditures. The only reason known to me for not including them is that the items of expenditure for their maintenance are carried in the legislative and not in the postal-service bill. They are, however, a proper expense charge against the postal establishment as a whole.

If we were to ascertain and report the actual cost of maintaining the postal establishment we should be compelled to take into account the expenditures for these items. They are an integrant part of and indispensable to the machinery, and they exist only because of the postal service. The cost of maintaining the executive branch of the Post-Office Department for the year covered by this report was \$1,373,820.65, and the cost of maintaining the office of the Auditor for the Post-Office Department was \$799,589.27, a total of \$2,173,409.92. If these items were charged to the postal service, as they might properly be, the expenditure for the year would be \$180,623,188.81, and not \$178,449,778.89, and accordingly the deficit would be not \$10,542,941.76, as stated, but \$12,716,351.68.

Nor is this all. If we were to report the real cost of maintaining the whole service we should have to include at least one more item which has all along been left out of the statement. It is the expense,

properly chargeable to the service, for the space occupied by post-offices and for heating, lighting, etc., in Federal buildings throughout the country and maintained from the general fund of the Treasury. For that accommodation this Department pays nothing. I have no means of knowing even the approximate amount which would be paid for rent of these quarters if the buildings were owned by private parties, as in the case in cities and towns where there are no Federal buildings. The expenditures for the service, therefore, if a charge for this item were made would be correspondingly increased. On the other hand, it may be stated that the revenue would be increased materially if this Department were compensated for the service it renders to Congress and to the other branches of the Government in carrying the official matter free of postage. Last year it was estimated that if a charge were made for this free postal service the revenues would have been increased by approximately \$20,000,000.

REDUCTION OF POSTAL DEFICIENCY.

There is a reduction of over \$4,000,000, or 27.83 per cent, in the excess of expenditures over receipts during the past year, as compared with 1905. This reduction has great significance when compared with the figures for 1905, which show an increase in the deficiency that year over 1904 of more than \$5,500,000, or 65.98 per cent.

The total postal revenue for 1906 shows an increase of more than \$15,000,000 over the year 1905. This is the largest increase for any one year in the history of the postal service. The per cent of increase in receipts for 1906 is 9.88, as compared with 6.42 for 1905, while the increase in expenditure during 1906 is 6.60 per cent, as compared with 9.86 per cent during the previous year.

Just how much of this is due to the curtailment in the second class of mail matter and to economies of the administration can not be definitely stated.

DEFICIENCY COMPARED WITH EXPENDITURES FOR RURAL DELIVERY.

A comparative statement of the postal deficiencies and expenditures for rural delivery service has been made in my reports for the last four years showing their relation to each other.

In my last report I invited attention to the enormous strides in expenditures during recent years for the rural delivery service. From an insignificant beginning during the fiscal year 1897, it reached in 1905 the fifth largest item of expense for the entire postal service, or from a first appropriation of \$10,000 to an expenditure of over \$20,000,000 within the space of nine years.

I predicted that the expenditures for rural delivery in 1906 would reach the second place in importance in disbursements for the maintenance of the postal service. That prediction has been fully realized. The amount expended on account of this service for 1906 was \$24,738,980.79, which is the largest item except that for the transportation of mails on railroads, which was \$41,141,210.13.

The total expenditures for the rural delivery service for the past six years, including expenditures on account of previous years, the increase and percentage of increase each year over the previous year, the gross

deficiency in the postal revenue, and the percentage of increase and decrease in the postal revenue each year are shown in the following table:

Year.	Total rural delivery expenditures during year, including expenditures on account of previous years.	Increase in expenditures on account of rural delivery service over preceding year.	Percent of increase in expenditures over previous year.	Gross deficiency in postal revenue during the year, including loss by fire, etc.	Per cent of decrease (—) and increase (+) in deficiency over previous year.
1901.....	\$1,777,554.61	\$1,357,055.50	322.7	\$3,981,520.71	—26.4
1902.....	3,997,884.74	2,220,330.13	124.9	2,961,169.91	—25.6
1903.....	8,101,928.85	4,104,044.11	102.6	4,586,977.16	+54.8
1904.....	12,681,876.90	4,579,948.05	56.5	8,812,789.17	+92.1
1905.....	20,824,269.44	8,142,392.54	64.2	14,594,387.12	+65.6
1906.....	24,773,613.58	3,949,344.14	18.96	10,542,941.76	—27.76

The greatest yearly increase in expenditure for any one feature of the postal service is again on account of rural delivery. The total amount expended for the year, \$24,773,613.58, added to the sum expended during the year on account of previous years, \$34,632.79, makes the aggregate amount \$24,773,613.58, an increase of \$3,949,344.14, or 18.96 per cent over the preceding year.

It will be seen from the foregoing table that the increase in expenditures for rural delivery in 1905 over 1904 was more than twice the amount of increase in 1906 over 1905, and the per cent of increase in expenditures in 1905 over 1904 was more than three times the per cent of increase in expenditures in 1906 over 1905. The amount appropriated by Congress for the maintenance of this service for 1907 is \$28,350,000, an increase of \$2,521,700, or 9.76 per cent over the appropriation for 1906.

It will thus be seen that the increase and per cent of increase in expenditures for this service for 1907 over 1906 must necessarily be less than the increase and per cent of increase in 1906 over 1905.

This gradual yearly reduction in the increase of expenditure for this service indicates that it is steadily approaching the point where it will approximate the normal increase in expenditures for the other important and well established features of the postal service.

During each of the five years prior to 1903 the general postal deficiency decreased, but during the years 1903, 1904, and 1905, when the increase in expenditures for rural delivery amounted to more than \$4,000,000, \$4,500,000, and \$8,000,000, respectively, the deficiency increased, while in 1906, when the additional disbursements for rural delivery were reduced by over \$4,000,000, the deficiency was also reduced by more than that amount.

Thus it will be seen that for several years past the annual increase or decrease in the deficiency may be closely and prominently associated with the increase or decrease in the expenditures for the rural delivery service.

When the annual increase of expenditure for this service is on the level with the normal annual increase for the other features of the postal service, it may be possible to estimate the result of the reform affecting the second-class mailing privilege.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the General Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue:

For 1904.....	\$850,000.00
For 1905.....	3,000,000.00
For 1906.....	9,000,000.00
Total.....	12,850,000.00

NOTE.—The above statement shows only the amounts drawn from the General Treasury during the fiscal year. The amount drawn subsequent to the close of the year on account of the year 1906 was \$1,064,804.18, and on account of 1903 and prior years \$6,754.04.

TRANSACTIONS AT TREASURY DEPOSITORIES.

The account for the year shows the following receipts and disbursements at Treasury depositories, viz:

Amount of outstanding warrants June 30, 1905	\$1,613,080.53
Balance on hand June 30, 1905.....	8,905,414.18
Deposits:	
On account of postal revenue.....	\$65,346,014.01
On account of grants from the General Treasury.....	12,850,000.00
	<u>78,196,014.01</u>
Total amount received during the year ended June 30, 1906...	87,101,428.19
Amount of warrants paid during the year ended June 30, 1906.....	75,488,787.67
Balance at depositories.....	11,612,640.52
Amount of outstanding warrants June 30, 1906.....	1,957,581.89
Balance subject to draft June 30, 1906	9,655,058.63

COMPARISON OF DEPOSITS DURING 1906 WITH THOSE DURING 1905.

Grants from Treasury during 1905.....	\$15,081,688.45
Grants from Treasury during 1906.....	11,850,000.00
Decrease in grants during 1906 from 1905.....	\$3,231,688.45
Per cent of decrease	21.42
Deposits during 1906.....	\$66,346,014.01
Deposits during 1905.....	55,025,684.39
Increase in deposits during 1906 over 1905.....	\$11,320,329.62
Per cent of increase	20.57
Total increase in grants and deposits.....	\$8,088,641.17
Per cent of total increase.....	11.53

COMPARISON OF DISBURSEMENTS BY WARRANTS ISSUED DURING 1906 WITH THOSE ISSUED DURING 1905.

Amount of warrants issued during 1906	\$75,833,289.03
Amount of warrants issued during 1905	71,171,973.00
Increase in amount of warrants issued during 1906 over 1905..	\$4,661,316.03
Per cent of increase.....	6.54

Of the \$78,196,014.01 deposited on account of postal revenue, \$25,340.75 came through national-bank depositories. The balance remaining in national-bank depositories at the close of the year was \$7,846.05.

WARRANTS, DRAFTS, AND CORRESPONDENCE.

The number of accounts of contractors and other creditors of the Government on account of the postal service received from the Auditor and paid during the year was 312,788, requiring the recording, drawing, signing, and mailing of the same number of warrants, an increase of 775 over the preceding year. The total amount covered by these warrants was \$75,833,289.03.

The number of accounts of balances due present and late postmasters received from the Auditor and paid during the year was 6,290, requiring the recording, drawing, and signing of the same number of "transfer" drafts. The total amount covered by these "transfer" drafts was \$107,040.79.

The number of Post-Office Department warrants and "transfer" drafts issued during the year was 319,078, and the total amount covered by these warrants and "transfer" drafts issued during the year was \$75,940,329.82.

The number of "collection" drafts which were prepared by the Auditor for the Post-Office Department and transmitted for signature during the year was 4,400.

The aggregate number of warrants and "transfer" and "collection" drafts handled was 323,478.

The number of new contracts for mail service received, examined, and entered in books kept was 7,246, and the number of orders of the Postmaster-General affecting the mail service entered in ledgers was 26,009.

Transcripts were received weekly from the United States Treasury and 9 subtreasuries, and monthly from 63 designated national-bank depositories, with which accounts are kept, comprehending financial transactions aggregating \$78,196,014.01.

There were 22,059 communications sent to postmasters containing information relative to the care and deposit of their postal funds.

The number of letters written on the subject of postal finance was 12,723, a decrease of 196 letters from the previous year.

The number of cases made up for investigation of the accounts of present and late postmasters was 603, an increase over 1905 of 128 cases, or 26.94 per cent. During the year 1905 there was a decrease in the number of these cases made up for investigation from the previous year of 25.8 per cent.

FALSE RETURNS OF BUSINESS BY POSTMASTERS—ILLEGAL COMMISSIONS CLAIMED.

The following statement shows the work of the year on the subject of false returns of business by postmasters involving claims for commissions on padded cancellations and diverted mail matter, the designations "Money cases" and "Ordinary cases" being applied to those

in which money was and was not collected, respectively, at the time the inspection was made:

	Money cases.	Ordinary cases.	Total.
Cases on hand awaiting action June 30, 1905.....	110	426	536
New cases received.....	119	682	751
Total.....	229	1,058	1,287
Closed by orders withholding illegal commissions.....	176	66	242
Closed otherwise.....	53	992	1,045
Returned for additional evidence.....	53	119	172
Open cases on hand June 30, 1906.....	7	7	7
	46	119	165
Number of new cases prepared for investigation.....			608
On false cancellations.....		381	
On diversion of mail.....		125	
On failure to deposit postal funds.....		97	
Total.....			608
Amount received from collections.....			\$24,787.38
Number of orders withholding commissions and requiring charges in postmasters' accounts.....			264
Amount of commissions withheld requiring charges in postmasters' accounts.....			\$53,099.36

ADVANCES OF POSTAL FUNDS TO DISBURSING POSTMASTERS.

The Postal Laws and Regulations provide for the reciprocal transfer of available postal funds to money-order account for the payment of money orders and of available money-order funds to postal account to provide for postal expenditures whenever necessary.

The payment of rural carriers by certain disbursing postmasters (one in each State or Territory), which was begun with the calendar year of 1902, required the disbursement of more money than the receipts of their respective offices permitted. It therefore became necessary to furnish these postmasters with such additional sums as might be needed to make the required payments. The amounts necessary were originally obtained by the transfer of available money-order funds to postal account, and permitting postmasters to draw money-order drafts against their credit on money-order account with the postmaster at New York, N. Y., for the purpose of obtaining funds to transfer to their postal accounts to be disbursed for salaries.

This practice, however, in a short time proved unsatisfactory because of the large amounts involved, and it became necessary to provide other means for furnishing these postmasters with the additional funds.

Accordingly the permission to postmasters to draw money-order drafts to provide for payments on postal account was withdrawn in December, 1904, since which time in lieu thereof monthly advances of postal funds have been made to disbursing postmasters upon requisitions therefor by means of Post-Office Department warrants payable out of the postal revenue.

The amounts advanced to these postmasters by warrants from December, 1904, when this method was first begun, to and including the fiscal year 1906, and the average amount so advanced each month are shown as follows:

Year.	Amount.	Average amount per month.
1905 (last 7 months).....	\$5,434,650.00	\$776,378.89
1906.....	10,881,675.00	906,806.25
Total.....	16,316,325.00	858,758.96

FUNDS RECEIVED DURING THE YEAR.

The money received from postmasters erroneously remitting to this office balances due the Government; from collections made by the chief inspector on account of defaulting postmasters and the recovery of postal remittances lost in transit; from stamp collectors and others for the purchase of stamps, stamped envelopes, and for other purposes, and by bills of exchange covering balances due from foreign postal administrations amounted to \$112,832.95, the disposition of which was as follows:

Amount received.....	\$112,832.95
Amount deposited with the Treasurer of the United States at Washington, D. C.....	58,705.02
Amount deposited with the assistant treasurer of the United States at New York, N. Y.....	46,253.24
Amount deposited with the assistant treasurer of the United States at Philadelphia, Pa.....	367.56
Amount deposited with the assistant treasurer of the United States at Chicago, Ill.....	301.22
Amount deposited with the assistant treasurer of the United States at St. Louis, Mo.....	223.56
Amount turned over to the Secretary of the Treasury.....	760.28
Amount turned over to the Treasury Department (chief of the secret-service division).....	5.00
Amount turned over to the chief inspector, Post-Office Department....	9.98
Amount turned over to the disbursing clerk of the Post-Office Department.....	5.40
Amount turned over to the Third Assistant Postmaster-General (division of registered mails).....	.03
Amount turned over to the Fourth Assistant Postmaster-General (division of rural delivery).....	60.00
Amount turned over to the Fourth Assistant Postmaster-General (division of dead letters).....	2.76
Amount turned over to the Hartford Manufacturing Company, Hartford, Conn.....	559.60
Amount turned over to George D. Bisbee, administrator of Albert Daggett, late United States postal card contractor, Rumford Falls, Me.....	49.08
Amount turned over to the postmaster at Aledo, Tex.....	21.40
Amount turned over to the postmaster at Cleveland, Ohio.....	118.00
Amount turned over to the postmaster at Hallsville, N. C.....	.10
Amount turned over to the postmaster at Omaha, Nebr.....	255.60
Amount turned over to the postmaster at Sloan, N. C.....	.30
Amount turned over to the postmaster at Terre Haute, Ind.....	3,152.07
Amount turned over to the postmaster at Washington, D. C.....	40.58
Amount turned over to the postmaster at Waterville, N. Y.....	1,292.91
Amount turned over to John Sheiry, Washington, D. C.....	18.00
Amount returned to remitters.....	631.12
Amount of discount on light-weight gold deposited with the Treasurer of the United States.....	.14
Total.....	112,832.95

DEAD-LETTER FUND.

The money received from the Fourth Assistant Postmaster-General taken from dead letters for which no owners could be found and that realized from the auction sale of unclaimed articles accumulated in the division of dead letters aggregated \$24,085.94, and was disposed of as follows:

Amount received.....	\$24, 085. 94
Amount in current funds deposited in the Treasury at Washington, D. C.	23, 672. 99
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York, N. Y., and deposited with the assistant treasurer at New York, N. Y.	400. 70
Total amount deposited.....	24, 073. 69
Amount of loss sustained in sale of uncurrent funds, from counterfeits and mutilated minor coin, and deductions on account of light-weight gold.....	12. 25
Total dead-letter fund.....	24, 085. 94
Total from other sources hereinbefore mentioned.....	112, 832. 95
Aggregate	136, 918. 89

NOTE.—The amount of revenue derived from money taken from unclaimed dead letters for 1906 is stated in another part of this report as \$24,090.52, and consists of \$24,073.69 the amount realized from what was received during the year, and \$16.83 realized from the Porto Rico dead-letter fund for 1905 received subsequent to the close of the fiscal year of 1906.

The amount of balances due the United States from foreign countries received during the year was \$55,919.75. The amount of balances due foreign countries from the United States and remitted during the year was \$136,745.80.

TEMPORARY DEPOSITS OF POSTAL FUNDS IN NATIONAL BANKS AND
REMITTANCES BY BANK DRAFTS.

In my reports for the years 1904 and 1905 I explained the necessity for a provision of law which would permit postmasters in their discretion and at their risk to temporarily deposit Government money in any bank convenient for the purpose and recommended that Congress amend section 3847 of the Revised Statutes accordingly. My views on the subject have not changed, but on the contrary have strengthened.

This section of the Revised Statutes was enacted March 3, 1873, doubtless to meet the conditions existing at that time, and has remained on the statute books unchanged during a period of thirty-three years, notwithstanding the changes since then which render the operation of this law under present conditions more of a hindrance than a benefit to the service.

Under this statute the Department is helpless to permit postmasters to deposit their postal funds in other than a national bank or to remit such funds to their designated depositaries by means of other than national-bank drafts. This is embarrassing to the service and necessitates the use of the registry service for the free transmission of currency and coin.

Although this law governing temporary deposits of Government money by postmasters applies to money-order as well as to postal funds, section 4046 of the Revised Statutes permits postmasters to remit money-order funds "otherwise"—that is to say, by means of private or State bank drafts or checks—"when instructed or required to do so by the Postmaster-General."

Accordingly I refer to the statements made on this subject in my reports for 1904 and 1905, and renew my recommendation that Congress be asked to enact a provision which will permit postmasters, under the direction of the Postmaster-General, to deposit Government moneys at their own risk and in their official capacity in any bank in the town, city, or county in which their post-offices are located, or in any adjacent county within reasonable radii of their post-offices, even though in another State, if in said town, city, or county, or within said reasonable radii, there is no designated depository of the United States.

The enactment should be so drawn as to permit postmasters, at their own risk, to remit postal funds by means of authorized private, State, or national bank drafts, or by checks where bank drafts are not easily obtainable, under such regulations as the Postmaster-General may prescribe.

DEFICIENCY GRANTS FROM THE TREASURY.

The expenditures on account of the postal service are made out of the postal revenue, and an appropriation is made by Congress for a sum equal to the deficiency to be paid out of any money in the Treasury not otherwise appropriated when the receipts of the service are inadequate to meet the necessary expenditures.

It is impracticable to tell before the final audit of the accounts of the service just what the deficiency for any one year will be. It is, therefore, customary when the available revenue at any one time is insufficient to meet the demands of the service at that time to so state to the Secretary of the Treasury with request for a grant of such sum as may be needed to meet the obligations as they become due. This statement is referred to the Auditor for the Post-Office Department who certifies that there is a deficiency in the postal revenue and a grant from the Treasury from the general fund in the sum needed follows.

There is some doubt as to the authority of law for the issue of these certificates from time to time as money may be needed based upon an estimate before the final audit of all the accounts to determine just what deficiency actually exists.

If this question were raised it might be determined that the issue of such certificates before the final audit is without authority of law and could not be sanctioned. This would seriously embarrass the Department in making payments to contractors and others on account of the postal service because of the lack of available funds at the time the amounts were due and payable.

To avoid any possible confusion and embarrassment in this manner I respectfully recommend that the usual phraseology in each appropriation act of Congress for the maintenance of the postal service be amended by adding the words "and the sum needed may be advanced to the Post-Office Department upon requisition of the Postmaster-General," so that the paragraph in each appropriation act will read as follows:

- That if the revenues of the Post-Office Department shall be insufficient to meet the appropriations made by this act, a sum equal to such deficiency of the revenue of said Department is hereby appropriated, to be paid out of any money in the Treasury not otherwise appropriated, to supply said deficiencies in the revenues for the Post-Office Department for the year ending June thirtieth, nineteen hundred and eight, and the sum needed may be advanced to the Post-Office Department upon requisition of the Postmaster-General.

DESIGNATION OF NATIONAL BANKS AS PERMANENT DEPOSITARIES OF
POSTAL FUNDS.

The Department in centralizing the postal revenue not expended by postmasters requires them to remit surplus postal funds to their respective designated depositaries at stated intervals until final deposit in large sums is made in the Treasury and subtreasuries of the United States.

There are a few exceptions to the general method followed in the collection of the postal revenues which I desire to bring to attention at this time, because it does not appear necessary that these exceptions should longer exist.

Years ago a number of national banks, which had already been designated by the Secretary of the Treasury as general depositaries for public money, were also designated by the Post-Office Department as special depositaries for postal funds of postmasters whose offices were located in the same cities.

The postmasters at these offices deposit their surplus postal funds with the banks and receive certificates of deposit direct, after which their responsibility ceases. The Treasurer of the United States then transfers the money for the service of the Post-Office Department by authority from this office.

These designations were probably made to protect the postal revenue accruing at those offices under conditions which existed at the time the designations were made. They are exceptional cases and require special treatment and create additional work. In my opinion the continuance of these national banks as permanent depositaries for postal funds is unnecessary.

I therefore recommend that the designation of the following-named national banks as permanent depositaries for postal funds be discontinued and the postmasters at the offices named be instructed to remit their surplus postal funds in accordance with the practice in other cases:

Blue Ridge National Bank.....	Asheville, N. C.
Boise City National Bank.....	Boise, Idaho.
Merchants National Bank.....	Burlington, Vt.
East Tennessee National Bank.....	Knoxville, Tenn.
Norfolk National Bank.....	Norfolk, Va.
First National Bank.....	Paterson, N. J.
Merchants National Bank.....	Richmond, Va.
Minnehaha National Bank.....	Sioux Falls, S. Dak.

This change, if made, will not seriously affect any of the banks mentioned. Each is a designated depositary of the United States for "*general purposes*" (which designation is made by the Secretary of the Treasury and will remain unchanged), and under the law the postmasters will be permitted to "*temporarily*" deposit their postal funds in the same banks until the time when it becomes necessary to withdraw the surplus postal funds and remit the same to their depositaries designated according to instructions issued from this office.

APPROPRIATIONS AND EXPENDITURES, OFFICE OF THE THIRD ASSISTANT
POSTMASTER-GENERAL.

The specific appropriations for the postal service coming under the control of the Third Assistant Postmaster-General during the year as originally made amounted to \$1,897,182.68, and the expenditures out

of these appropriations amounted to \$1,794,176.63, leaving an unexpended balance of \$103,006.05. The appropriations placed under the control of this office through the reorganization of the Post-Office Department by Order No. 448 of the Postmaster-General, dated November 1, 1905, and effective December 1, 1905, amounted to \$1,868,055.54, and the expenditures out of these appropriations amounted to \$1,795,132.94, leaving an unexpended balance of \$72,922.60. There is an unexpended balance in each of these appropriations with the exception of the item "Unpaid money orders more than one year old."

All moneys derived from money orders more than one year old are paid into the Treasury as part of the postal revenue. Such expenditures therefrom are made as may be necessary to pay such unpaid money orders. The expenditures are charged to a continuous appropriation denominated "Unpaid money orders more than one year old," the amounts appropriated and expended being stated as the same.

DIVISION OF MONEY ORDERS.

The popularity and usefulness of the postal money-order system continues. The figures contained in the following tables show large and, in most cases, unusual increases in money-order transactions during the period covered by this report as compared with those for the previous fiscal year.

Number of offices.

	Domestic.	International.
Number June 30, 1905.....	36,832	7,109
Established during year.....	1,422	404
Discontinued during year.....	810	53
Number June 30, 1906.....	37,444	7,460
Increase during year.....	612	351

Business transacted.

DOMESTIC.

	Year ended June 30—		Increase in 1906.
	1905.	1906.	
Orders issued:			
Number.....	53,379,327	58,461,353	5,082,026
Amount.....	\$396,908,433.80	\$444,515,790.60	\$47,612,356.80
Orders paid and repaid:			
Number.....	53,352,223	58,160,630	4,808,407
Amount.....	\$396,817,107.42	\$442,388,675.28	\$45,521,567.86
Excess of issues over payments and repayments:			
Number.....	27,104	300,723	273,619
Amount.....	\$86,326.38	\$2,177,115.32	\$2,090,788.94
Fees received.....	^a \$3,211,644.16	^a \$3,557,180.85	^a \$345,536.70
Average amount of orders.....	^b \$7.44	^b \$7.60	^b \$0.16
Average amount of fees.....	^a \$0.0598	^a \$0.0604	^a \$0.0006

^a Including fees for orders drawn on British Guiana, Canada, Cuba, Newfoundland, the Philippine Islands, the United States postal agency at Shanghai (China), Barbados, Grenada, Jamaica, St. Lucia, St. Vincent (West Indies), and (since Oct. 1, 1905) Antigua, Dominica, Montserrat, Nevis, St. Kitts, and Virgin Islands (Leeward Islands, West Indies).

^b Not including amounts of orders drawn on countries named in note a.

Business transacted—Continued.

INTERNATIONAL.

	Year ended June 30—		Increase in 1906.
	1905.	1906.	
Orders issued:			
Number	2,506,224	3,086,508	530,274
Amount	\$47,516,027.55	\$68,047,868.44	\$15,531,840.89
Orders paid and repaid:			
Number	1,014,932	1,236,412	221,480
Amount	\$14,668,556.34	\$16,860,986.39	\$2,192,430.05
Excess of issues over payments and repayments:			
Number	1,491,352	1,800,096	308,744
Amount	\$32,847,471.21	\$46,186,882.05	\$13,339,410.84
Fees received	^a \$429,571.84	^a \$559,099.65	^a \$129,527.81
Average amount of orders	^b \$18.96	^b \$20.76	^b \$1.80
Average amount of fees	^a \$0.1985	^a \$0.2122	^a \$0.0137

^a Not including fees for orders drawn on British Guiana, Canada, Cuba, Newfoundland, the Philippine Islands, the United States postal agency at Shanghai (China), Barbados, Grenada, Jamaica, St. Lucia, St. Vincent (West Indies), and (since Oct. 1, 1905) Antigua, Dominica, Montserrat, Nevis, St. Kitts, and Virgin Islands (Leeward Islands, West Indies).

^b Including amounts of orders drawn on countries named in note ^a.

Duplicates and repayments in the fiscal year 1906.

	Number.	Increase (+) or decrease (-) in 1906.
Duplicates issued by the Department:		
(1) Of orders issued and payable in the United States	94,400	+ 6,345
(2) Of orders issued in the United States payable in France	363	+ 22
(3) Of orders issued in the United States payable in Germany	10	+ 2
(4) Of orders issued in the United States payable in British Guiana, Canada, Cuba, Newfoundland, the Philippine Islands, the United States postal agency at Shanghai (China), Barbados, Grenada, Jamaica, St. Lucia, St. Vincent (West Indies), and (since Oct. 1, 1905) Antigua, Dominica, Montserrat, Nevis, St. Kitts, and Virgin Islands (Leeward Islands, West Indies)	1,534	- 190
(5) Of orders payable in the United States issued in foreign countries, with the exception of France and those named in (4)	1,581	+ 308
Repayments authorized by the Department: ^a		
(6) Of orders payable in the United States issued in countries not named in (4)	4,275	- 368
(7) Of orders issued in the United States payable in countries not named in (4)	7,957	+ 806

^a Domestic repaid orders are included in the statement of paid orders, and no separate record of them is kept.

Warrants issued in payment of invalid domestic orders and postal notes.

	Year ended June 30—		Increase in 1906.
	1905.	1906.	
Money orders	\$181,166.86	\$191,759.99	\$10,593.13
Postal notes	111.23	119.08	7.85

In compliance with section 4050 of the Revised Statutes the net proceeds of the money-order business for the year have been deposited to the credit of the Treasurer of the United States for the service of the Post-Office Department, as shown in the following table:

Net proceeds.^a

For the quarter ended—	Amount.	Date of deposit.
September 30, 1905.....	\$653,022.47	Jan. 12, 1906
December 31, 1905.....	817,468.97	April 7, 1906
March 31, 1906.....	769,334.00	July 5, 1906
June 30, 1906.....	778,997.18	Oct. 11, 1906
Total.....	3,018,822.62	
Excess over total proceeds in year ended June 30, 1905.....	482,192.50	

^aAs reported by the Auditor for the Post-Office Department.

GROWTH OF SYSTEM.

The fiscal year ended June 30, 1866, was the first complete one during which the postal money-order business was transacted. The following table shows the growth of domestic money-order business from its inauguration on November 1, 1864, to June 30, 1906; it also shows the number and amount of domestic orders issued and paid, and the amount of fees received:

Year ended June 30—	Number of money-order offices in operation.	Number of domestic money orders issued.	Amount of domestic money orders issued.	Amount of domestic money orders paid and repaid.	Amount of fees for domestic orders and miscellaneous receipts.
1865.....	419	74,277	\$1,360,122.52	\$1,313,577.08	\$11,536.40
1866.....	766	243,609	3,977,259.28	3,903,890.22	35,803.06
1867.....	1,224	474,496	9,229,327.72	9,071,240.73	70,889.57
1868.....	1,468	881,937	16,197,858.47	16,118,587.03	124,503.19
1869.....	1,466	1,264,143	24,848,058.93	24,654,123.46	176,247.87
1870.....	1,694	1,671,253	34,054,184.71	33,927,924.79	235,557.05
1871.....	2,076	2,151,794	42,164,118.08	42,027,336.31	295,563.38
1872.....	2,452	2,573,349	48,515,532.72	48,419,644.97	350,499.40
1873.....	2,775	3,355,686	57,516,216.69	57,295,012.27	354,816.66
1874.....	3,069	4,420,633	74,424,854.71	74,210,156.25	462,238.54
1875.....	3,404	5,006,323	77,431,251.58	77,361,690.75	494,717.27
1876.....	3,401	4,998,600	77,035,972.78	77,106,338.85	647,021.52
1877.....	3,697	4,925,931	72,820,509.70	72,908,475.25	624,409.66
1878.....	4,143	5,618,117	81,442,364.87	81,279,910.80	716,638.98
1879.....	4,512	6,372,243	88,254,641.02	88,006,200.20	799,347.09
1880.....	4,829	7,240,537	100,352,818.33	100,165,982.78	917,091.58
1881.....	5,163	7,663,232	105,075,769.35	104,924,553.61	967,772.93
1882.....	5,491	8,420,869	113,400,118.21	113,388,301.90	1,064,538.62
1883.....	5,927	8,807,556	117,329,406.31	117,344,281.78	1,102,838.42
1884.....	6,310	7,835,694	122,121,261.98	121,971,083.80	950,479.39
1885.....	7,056	7,725,893	117,858,921.27	117,996,205.06	925,125.03
1886.....	7,357	7,940,302	113,819,521.21	113,885,463.04	922,781.97
1887.....	7,853	9,232,177	117,462,660.89	117,264,026.66	914,076.57
1888.....	8,241	9,959,207	119,649,064.98	119,743,345.25	947,316.56
1889.....	8,727	10,130,140	115,081,845.79	115,281,906.94	933,821.35
1890.....	9,382	10,624,727	114,362,757.12	114,347,631.85	951,293.63
1891.....	10,070	11,451,274	119,122,236.50	118,843,875.71	1,005,238.19
1892.....	12,069	12,069,442	120,066,801.07	120,121,754.19	1,037,027.45
1893.....	13,434	13,309,735	127,576,433.65	127,697,881.70	1,121,207.62
1894.....	19,264	14,304,041	138,798,579.49	138,725,229.29	1,212,338.19
1895.....	19,691	22,031,120	156,709,089.77	156,159,689.26	1,292,331.97
1896.....	20,802	23,962,053	172,100,649.02	171,475,476.85	1,411,466.85
1897.....	21,082	25,169,055	174,482,676.94	174,302,783.18	1,458,258.86
1898.....	23,421	27,798,078	191,354,121.63	190,678,429.68	1,600,558.13
1899.....	26,784	29,007,870	211,213,592.84	211,458,156.88	1,718,045.49
1900.....	29,649	32,060,983	238,921,009.67	238,022,043.78	1,915,462.60
1901.....	30,529	35,586,379	274,546,067.34	273,582,253.02	2,147,215.10
1902.....	31,680	40,474,327	313,551,279.88	315,220,438.68	2,458,697.52
1903.....	34,547	45,941,631	358,627,048.03	358,173,820.52	2,801,708.64
1904.....	35,094	50,392,554	378,778,488.84	378,511,407.13	3,040,606.03
1905.....	36,532	53,379,327	396,908,433.80	396,817,107.42	3,215,330.43
1906.....	37,444	58,461,358	444,515,790.60	442,338,675.26	3,558,269.69
Total.....		634,956,997	5,778,049,318.74	5,771,045,217.55	

Since the execution in 1869 of the first convention for the exchange of money orders between the United States and a foreign country (Switzerland) 28,341,899 international orders have been issued, amounting to \$476,692,527.38, and there are now in operation 58 such conventions with as many different countries.

The volume of domestic money-order business has increased 158 per cent during the past ten years, and more than doubled in the last five years, while the international business has increased threefold since June 30, 1902.

ERRONEOUS PAYMENTS OF MONEY ORDERS.

Of the 515 cases reported to the Department during the fiscal year, only 373 money orders were incorrectly paid, the number being in the ratio of 1 to every 159,241. In only 5 cases, in which the orders aggregated \$95.14, was it necessary for the Department to assume the loss. The other cases were adjusted by recovery of amounts involved or by charging the errors to issuing or paying postmasters, remitters, or payees, as circumstances seemed to warrant.

PURCHASE OF FOREIGN EXCHANGE.

Advantageous rates for purchase of foreign exchange prevailed during the year. In settlement of balances due foreign countries this Department gained \$176,750.83, or \$100,520.93 more than in 1904-5.

TRANSFERS BETWEEN POSTAL AND MONEY-ORDER ACCOUNTS.

During the year, to facilitate prompt payment of money-orders and to meet various expenses of the postal service, there were transferred temporarily from postal to money-order account sums aggregating \$4,978,459.25, and from money-order to postal account \$5,289,360.79.

DRAFTS AGAINST CREDITS WITH POSTMASTER AT NEW YORK.

At post-offices where the money-order and available postal receipts combined do not suffice for payment of money orders postmasters are granted limited credits on money-order account with the postmaster at New York. The number of drafts drawn against such credits and paid by the postmaster at New York during the fiscal year was 60,240, aggregating in amount \$28,873,058.33.

REMITTANCES OR DEPOSITS OF SURPLUS MONEY-ORDER FUNDS.

Postmasters are required to deposit, or forward for deposit, daily, except when the amount is less than \$50, all surplus money-order funds in their hands; that is, all money-order funds in their possession in excess of any fixed sum which they may be authorized to retain for payment of money orders. Offices receiving such remittances are termed "depositories." Certificates in number 2,206,927 were issued by them during the year for deposits aggregating \$478,284,632.79.

FUNDS LOST IN TRANSIT OR THROUGH FIRE, BURGLARY, ETC.

Claims of postmasters for credit for amounts of money-order funds lost in transit to designated depositories or through burglary, fire, or other casualty, in cases where after investigation it appeared that the

loss did not result from any fault or negligence on the part of the postmaster, were, in accordance with law, allowed in the sum of \$15,391.68 during the last fiscal year.

NEW MONEY-ORDER FORMS.

A new form of domestic money order conforming to recommendations of the committee appointed "to devise a new money-order blank to enable the Department to guard against the alteration or raising of money orders" has gradually been introduced into the service, with successful results, since November 15, 1905. Not more than a dozen cases of attempt to fraudulently alter the amount in the new form, which is now in general use, have been reported to the Department, and the alterations made were quickly and easily detected. Beginning July 1, 1905, an improved form of international money order, referred to in the same report, has been supplied to postmasters as fast as their stocks of the old form became exhausted and is giving general satisfaction.

MONEY-ORDER SYSTEM AN IMPORTANT FACTOR OF RELIEF AT TIME OF SAN FRANCISCO EARTHQUAKE.

During the thirty days following the San Francisco, Cal., earthquake and fire of April 18, 1906, money orders were extensively used in sending funds to the sufferers. To insure prompt payment of such orders credits on money-order account with the postmaster at New York aggregating \$630,000 were immediately granted by telegraph to postmasters at offices adjacent to San Francisco, while \$100,000 surplus money-order funds was on April 23 deposited with the assistant treasurer of the United States at New York, to be paid to the postmaster at San Francisco through the director of the mint at that place.

PROPOSED POSTAL NOTES.

A committee was appointed by Order No. 492, of December 2, 1905—to consider and report upon the advisability of recommending to Congress the enactment of legislation on the subject of a postal note or some other substitute for postage stamps and coins in remittances of small amounts through the mails.

Under date of March 31, 1906, said committee, having given careful consideration to the subject, and to such plans and devices as had been presented, and having granted hearings to those who had requested an opportunity to present their views in person as well as in writing, reported the result of their labors and duly submitted a draft of a bill, which, after slight modifications had been made therein, was in turn submitted, on April 24, 1906, to the chairman Committee on Post-Offices and Post-Roads, United States Senate, and to the chairman Committee on the Post-Office and Post-Roads, House of Representatives. The importance of early and favorable action upon the bill was urged by this Department and the hope expressed that the measure would be passed at that session of Congress.

As there is an undoubted demand on the part of the public for a postal note or some other substitute for postage stamps and coins in remittances of small amounts through the mails, I have the honor to recommend that renewed efforts be made looking to the introduction and passage of the bill in question during the present session of Congress.

CHANGES IN THE INTERNATIONAL MONEY-ORDER SYSTEM.

NEW CONVENTIONS—DISPENSING WITH EXCHANGE OFFICES.

Conventions concluded for exchange of money orders with the colonies of British Guiana and Jamaica on domestic money-order basis took effect on July 1, 1905. On October 1 of that year a convention was concluded with the Leeward Islands. This arrangement substituted for the exchange of international money orders with the government of the Leeward Islands a separate and direct exchange of domestic money orders with each of the islands of Antigua, Dominica, Montserrat, Nevis, St. Kitts, and the Virgin Islands. The system is identical with that in operation with Barbados, Canada, Cuba, Grenada, Newfoundland, St. Lucia, and St. Vincent.

In addition to the advantages of this type of convention, as set forth in the Report of the First Assistant Postmaster-General for the fiscal year ended June 30, 1905, another inducement to the conclusion of such conventions is the arrangement recently entered into with the Philippine Islands and with the Canal Zone by which money orders are exchanged between those possessions and the countries mentioned above through the agency of this Department without charge for intermediary service.

CANAL ZONE (ISTHMUS OF PANAMA).

On April 14, 1906, the Secretary of War transmitted to this Department a copy of a cablegram from the governor of the Canal Zone, in which the latter requested immediate establishment of money-order service in the Zone, and with the United States and other countries, and that an experienced money-order man be detailed for temporary duty on the Isthmus to assist in inaugurating such system.

In accordance with that request, Order No. 921, dated May 12, 1906, was issued directing Mr. William L. K. Barrett—

to proceed at the earliest practicable date to the Isthmus of Panama and report to the governor of the Canal Zone for the purpose of cooperating with him, or with a proper representative of the Isthmian Canal Commission, in formulating a plan for the establishment of a practical and efficient money-order service in that Zone, and between it and the United States and certain islands of the West Indies, and any other countries which it may be desirable to include in such an arrangement.

Agreeably to the decision of the Comptroller of the Treasury that the Canal Zone is not a part of the United States within the "full meaning of the Constitution and laws of the country," it had been determined that the money-order system of the Canal Zone could not be established as part of the system of the United States. Therefore, upon Mr. Barrett's arrival at the Zone, articles of agreement, covering details of arrangements and practically conforming to measures in force for exchange of money orders between the United States and the Philippine Islands, were prepared, duly submitted, and approved, and on June 1, 1906, the money-order service was put into operation in the eighteen post-offices in the Zone, "temporary" money-order and advice forms having been prepared by the Canal Zone government. Such "temporary" or improvised forms were, however, withdrawn on June 11, and replaced with lithographed forms, similar to those used in this country, furnished by the contractor for this Department, and to be charged to the Canal Zone government.

There are now in effect direct exchanges of money orders between offices in the Canal Zone; between the Canal Zone and the United States and its possessions; and, with the consent of the postal administrations interested, between the Canal Zone and British Guiana, British Honduras, Canada, Cuba, Newfoundland, the Philippine Islands, and the following-named islands of the West Indies: Antigua, Barbados, Dominica, Grenada, Jamaica, Montserrat, Nevis, St. Kitts, St. Lucia, St. Vincent, and the Virgin Islands. This administration acts as intermediary in the settlement of accounts arising from the direct exchange of money orders between the Canal Zone and the above-named countries or colonies.

Direct exchange of money orders between the Canal Zone and countries not named in the foregoing paragraph is not practicable; but arrangements have been made for an indirect exchange, through the medium of the United States exchange offices, between the Canal Zone and all countries not so named with which this administration exchanges money orders.

This timely establishment of money-order service in the Canal Zone filled a long-felt want of the population, nearly all of which is wage-earning and away from home, for a safe, cheap, and convenient means of making remittances and for placing personal savings beyond peril of loss through theft or accident. It is believed that no measure introduced for the comfort and convenience of those connected with the building of the canal has been received with greater satisfaction than this one, which is gratifying to officials of the Canal Zone government and employees alike. Its success and prospective growth are indicated by the following figures:

Amount of orders issued in Canal Zone for payment elsewhere during June, 1906	\$51, 000
Amount of orders issued in Canal Zone for payment elsewhere from July 1 to November 24, 1906	608, 000

NEW CONVENTIONS—PROVIDING FOR EXCHANGE OFFICES.

A convention for exchange of international money orders with Orange River Colony was signed at Washington July 17, 1905; at Bloomfontein, September 18, 1905, and took effect January 1, 1906.

Negotiations were initiated by the British post-office department for a direct exchange of money orders with the Philippines, and, the government of those islands being empowered to conclude, with the approval of the Postmaster-General of the United States, conventions with foreign post-office departments for international money-order business, a draft of a convention was referred to the director-general of posts at Manila for his consideration.

IMPROVED SERVICE IN THE HANDLING OF INTERNATIONAL ADVICES.

As an experiment, on the 1st of October, 1904, the exchange office at New York was instructed to forward to Sweden, with lists of orders of United States issue, the relative advices. The result having been found to be satisfactory, on the 27th of November, 1905, letters were addressed by this Department to the postal administrations of Austria, Belgium, Bolivia, Costa Rica, Denmark, Egypt, Greece, Honduras (Republic), Hungary, Italy, Luxemburg, Netherlands, Norway, Peru, Portugal, Russia, Salvador, and Switzerland proposing that the

advices of orders issued in the United States for payment in those countries should be forwarded to the respective exchange offices with the lists made up at New York.

This proposition was made for the reason that in transcribing particulars from the advices into the lists errors frequently occurred, and it was thought that the greater familiarity of the exchange office of the paying country with the names and localities would in many instances enable that office to make corrections and effect payment without the delay involved in applying for a new or corrected address.

The post-office departments of Austria, Belgium, Costa Rica, Denmark, Egypt, Hungary, Italy, Luxemburg, Netherlands, Norway, Peru, and Switzerland accepted the proposition. The post-office departments of Greece and Russia declined to accept it. The other countries have not yet been heard from on the subject.

The following table may be found of interest in connection with the remarkable increase in volume of international money-order business:

Percentage of increase in United States issues of international money orders payable in certain foreign countries.

Country drawn on.	Aggregate of issues.		Percentage of increase.
	1900-1901.	1905-6.	
Austria.....crowns..	6,395,819.03	26,207,498.54	309.7
Hungary.....do.....	4,758,778.07	29,954,535.34	525.3
Italy.....frances..	7,703,428.51	67,975,963.34	782.4
Japan.....dollars..	734,005.81	2,833,832.33	286.05
Sweden.....kroner..	6,215,841.32	12,209,660.23	96.4

DIVISION OF STAMPS.

The following is a summary of the value and the work pertaining to the issue of postage stamped paper to postmasters during the fiscal year 1906:

Number of requisitions for stamp supplies of all kinds filled.....	860,388
Increase over number of requisitions filled in 1905 ^a	43,583
These requisitions embrace 8,358,228,565 pieces of stamped paper and 14,874,510 stamp books, a total of.....	8,373,103,075
Increase over fiscal year 1905.....	768,131,160
The value of these supplies was.....	\$156,217,280.88
Increase over 1905.....	\$14,605,878.21

In detail the issues of stamped paper in 1906, and their comparative volume and value with those of 1905, are shown in Tables No. 2 and No. 3, page 317, of this report.

The enormous increase in the demand for stamp supplies—nearly 800,000 stamps, amounting to more than 10 per cent gain over the previous year—is a striking indication of the wonderful growth of postal business due to the country's great prosperity.

^aIn the fiscal year 1905, 93,439 requisitions were filled for official and registry envelopes for the postal service, and these are not included in comparing the number of requisitions filled in 1905 and in 1906, because on November 1, 1905, the jurisdiction over and the duty of filling these requisitions were transferred to the Fourth Assistant Postmaster-General's office.

STAMP BOOKS.

The following table shows the number of stamp books issued, their value, and the profit over cost of manufacture from 1900, when they were first issued, to and including the fiscal year 1906:

Year.	Stamp books issued.	Value.	Profit over cost of manufacture.
1900.....	2,263,040	\$830,648.48	\$14,790.54
1901.....	4,698,423	1,735,692.15	24,952.89
1902.....	7,098,274	2,560,302.50	43,402.92
1903.....	9,829,240	3,498,386.80	67,998.58
1904.....	11,161,790	3,895,887.50	77,432.61
1905.....	12,554,880	4,376,879.50	87,070.07
1906.....	14,874,510	5,158,527.50	103,233.56
Total	62,475,107	22,051,824.43	418,581.17

STAMPED ENVELOPES.

Of the 1,230,287,750 stamped envelopes issued, 379,148,000, or 30.82 per cent, were "ordinary," and 851,139,750, or 69.18 per cent, were "special-request"—that is, with printed return cards. The percentage of special-request envelopes issued is gradually gaining. In 1890 an equal number of "ordinary" and of "special-request" envelopes was issued. As stated, about 70 per cent of the envelopes issued in 1906 were of the "special-request" type, which indicates their steady growth in favor.

All of the special-request and 252,531,250, or 66.61 per cent, of the ordinary stamped envelopes were issued to postmasters from the main agency at Hartford, Conn.; 126,616,750, or 33.39 per cent, of the ordinary envelopes were issued from the subagency at St. Louis, Mo.

The gross selling value of stamped envelopes and newspaper wrappers issued to postmasters was \$24,615,397.38, and their postage value was \$23,059,900, leaving \$1,555,497.38 to defray the cost of manufacture and distribution.

The contract cost, with \$33.18 deducted on account of misprints by the contractor, was \$985,197.62, leaving \$570,299.76 to defray the cost of distribution, in contrast with \$469,122.09 for the previous year.

INCIDENTAL REVENUE FROM SALE OF STAMPED ENVELOPES.

Since March 31, 1905, postmasters have been accounting to the Department for the incidental revenue accruing from the sale of stamped envelopes and newspaper wrappers sold singly and in odd quantities. The amount gained from this source is as follows:

1905 (March 31 to June 30)	\$17,124.77
1906.....	65,544.32
Total.....	82,669.09

REQUISITIONS FILLED.

In detail the number of requisitions filled during the past year, compared with the number filled during the year ended June 30, 1905, is as follows:

	1905.	1906.	Increase.	Decrease.	Per cent.
Stamps:					
Ordinary	196,834	196,817	.....	1,017	0.51
Louisiana Purchase commemorative	3,431	.....	.....	3,431	100.00
Stamp books	46,226	58,180	6,954	.....	15.04
Postage-due	16,732	17,839	1,107	.....	6.61
Envelopes:					
Ordinary stamped	70,213	69,419	.....	794	.11
Special-request	407,396	446,742	39,346	.....	9.65
Postal cards	75,973	77,391	1,418	.....	1.86
Total	816,805	860,388	43,583	5,242	.....
Net increase					5.33

*The issue of Louisiana Purchase commemorative stamps was discontinued December 1, 1904.

POSTAL CARDS.

The following table shows the number of postal cards of the several varieties issued to postmasters during the year from the various distributing points:

Kind.	Main agency at manufactory.	Troy sub-agency.	Cincinnati sub-agency.	St. Louis sub-agency.	Washington sub-agency.	Total.
A, 1-cent			51,500	.....	62,500	114,000
D, 1-cent double	3,405,000	3,551,250	2,022,750	2,303,250	3,371,750	14,654,000
E, 2-cent		535,600	45,250	491,750	211,750	1,284,350
F, 2-cent double		12,000	2,750	3,500	7,250	25,500
K, 1-cent		503,500	172,000	366,000	357,500	1,399,000
McKinley, 1-cent	814,500,000	98,261,500	105,322,500	154,118,500	114,238,500	781,441,000
Total	317,905,000	97,863,850	107,616,750	157,283,000	118,249,250	798,917,850

The account of overprinted stamped paper furnished the Philippine postal service during the fiscal year 1906 is as follows:

Denomination.	Ordinary stamps (including 2-cent stamps in books).	Stamped envelopes and newspaper wrappers.	Postal cards.
1-cent	3,000,000	510,500	80,000
2-cent	1,120,240	21,000	10,000
3-cent	10,000	.....	.....
4-cent	10,000	.....	.....
5-cent	700,000	.....	.....
6-cent	10,000	.....	.....
10-cent	400,000	.....	.....
15-cent	100,000	.....	.....
50-cent	50,000	.....	.....
1-dollar	2,000	.....	.....
2-dollar	2,500	.....	.....
5-dollar	1,200	.....	.....
Total	5,405,940	531,500	90,000

Of the 2-cent stamps, 120,240 were in book form—10,020 books of 12 stamps each.

Of the 531,500 stamped envelopes furnished, 525,000 were "ordinary" and 6,500 "special request," bearing the printed return cards of the purchasers.

DIVISION OF CLASSIFICATION.

The number of original cases briefed and indexed in this division during the year was 9,004.

On cases previously treated and "closed" 13,095 communications were received, making an aggregate of 22,099 cases handled—an increase of 2,254 (nearly 11½ per cent) over the previous year.

In the consideration of these cases 29,369 letters were required to be written to postmasters, other officials, and the general public. There were also 30,928 circular letters sent out and 31,072 additional communications were received.

Of the cases acted upon it is estimated that 4,821 related to mail matter of the first, third, and fourth classes, penalty envelopes, and the franking privilege, and 17,278 related to mail matter of the second class.

The number of applications for admission of publications to the second class of mail matter which were favorably acted upon was 3,924—a decrease of 365 from the previous year. Admission was denied 1,424 publications—a decrease of 18 from the previous year.

The total number of applications for admission of publications to the second class passed upon was 5,348—a decrease of 383 from the previous year.

The number of news agents' permits issued was 291—a decrease of 69 from the previous year.

In addition to the foregoing there were audited 40,664 postmasters' quarterly statements of second-class matter mailed and postage collected at the pound rate, which were received from 10,166 post-offices. In each of these cases the amount of pound-rate postage collected was certified to the Auditor.

In connection with the auditing of such statements, 16,406 communications were sent out—a decrease of 514 from the previous year.

WEIGHT, ETC., OF SECOND-CLASS MATTER MAILED AT THE POUND RATE AND FREE OF POSTAGE.

The number of pounds of second-class matter mailed upon which postage at the cent-a-pound rate was paid was 660,338,840, creating a revenue of \$6,603,388.40, an increase of 41,674,086 pounds in weight and \$416,740.86 in postage collected at the pound rate—an increase of 6.73 per cent over the year 1905.

The number of pounds of second-class matter mailed free of postage within the county of publication during the fiscal year was 47,839,783 pounds—an increase of 3,397,409 pounds, or 7.64 per cent, and constituting 6.75 per cent of the entire amount of second-class matter mailed during the year in the United States.

The aggregate amount of second-class matter mailed at the pound rate and free of postage during the year was 708,178,623 pounds, or 354,089.31 tons—an increase of 45,071,495 pounds over the previous year.

The number of post-offices at which second-class matter was mailed at the pound rate was 10,166—an increase of 458 over the previous year.

MAILINGS OF SECOND-CLASS MATTER AT THE LARGER OFFICES.

Table No. 4, pages 318 and 319, gives the mailings of matter of the second class at 45 of the principal offices of the United States, the postage collected thereon at the pound rate, and the percentages of increase or decrease as compared with the year 1905.

The table shows a net increase at these offices of 32,782,588 pounds, or 6.452 per cent, as against 8.253 per cent in 1905.

There was a decrease at six offices, namely: Cincinnati, Ohio, 8.981 per cent; Columbus, Ohio, 5.954 per cent; Lincoln, Nebr., 12.329 per cent; Milwaukee, Wis., 1.986 per cent; St. Louis, Mo., 4.392 per cent; San Francisco, Cal., 13.811.

The weight of mailings at the pound rate at New York, N. Y., and Chicago, Ill., constituted 30.605 per cent of all matter mailed free and at the pound rate in the United States during the year, while that mailed at the five offices, New York, Chicago, St. Louis, Philadelphia, and Boston, constituted 43.720 per cent, and at the 45 offices 76.364 per cent thereof.

The pound rate postage collected on such mailings constituted, respectively, 32.823 per cent, 46.888 per cent, and 81.911 per cent of the total postage collected at that rate at all offices during the year.

COLLECTIONS OF THIRD-CLASS POSTAGE ON MATTER IMPROPERLY MAILED AT THE SECOND-CLASS RATES.

Under section 441 of the Postal Laws and Regulations it is required that when a publisher applies for admission of a publication to the second class of mail matter he shall, while the case is pending, deposit with the postmaster, in trust, a sum of money sufficient to cover postage at the third-class rate on the copies mailed. The purpose of this is to guard the Government against loss in case the publication should be determined to be matter of the third and not of the second class.

Under this provision the receipts of third-class postage upon publications which were determined to be matter of the third and not of the second class amounted to \$43,839.51, an increase over the previous year of \$13,032.29.

NUMBER OF PIECES OF MATTER MAILED DURING THE YEAR.

The following statement shows the estimated number of pieces of matter of the several classes mailed throughout this country and to foreign countries during the year:

First-class matter:	Number of pieces.
Paid.....	5, 301, 680, 665
On official business, free.....	287, 847, 439
Total paid and free.....	5, 589, 528, 104
Postal cards.....	798, 917, 850

Second-class matter:	Number of pieces.
Mailed at the pound rate	2, 707, 389, 244
Mailed free within county of publication.....	478, 397, 830
Mailed for local delivery by carriers, with stamps affixed	27, 204, 533
Transient second-class matter.....	162, 337, 749
Total second-class matter	3, 375, 329, 356
Third-class matter:	
Books, pamphlets, circulars, and miscellaneous printed matter..	1, 359, 234, 731
Fourth-class matter:	
Merchandise, etc. (including seeds, scions, bulbs, etc., at third-class rate).....	120, 464, 012
Matter to foreign countries:	
First-class matter.....	77, 404, 164
All other matter.....	40, 212, 393
Total to foreign countries	117, 616, 557
Grand total	11, 361, 090, 610

The above estimate of the number of pieces of paid matter (except postal cards, for which the actual number issued is used, and second-class matter mailed at the cent-a-pound rate) is based upon the count of 1890 increased at the rate per cent of increase of revenue from that matter from 1890 to 1906 (184.97).

The estimated number of pieces of second-class matter mailed at the pound rate, and free in the counties of publication, is based upon the actual weight of such matter mailed during the year, multiplied by the number of pieces per pound (4.1 for the former and 10 for the latter) shown by the count and weighing of 1890.

The estimate of the number of pieces of Government free matter is obtained by taking the weight of such matter (based upon the weighing of 1900) and applying it by proportion to the weight and number of pieces of such matter in 1890 as shown by the weighing and count of that year.

SECOND-CLASS MATTER.

Congress at its last session appointed a commission of six members—three from the Senate and three from the House—to consider the whole subject of second-class mail matter. This action was taken in response to the recommendation of this Department, and it is the aim to secure, through the commission, a legislative reform of the present laws in relation to matter of that class.

The commission held meetings in New York in October of this year, and again in Washington in November. Representing the Department, I appeared, in accordance with your request, and presented the case against existing statutes. The aim of the presentation was to show that the present laws are out of date; that they do not meet modern publishing conditions and needs, and that their enforcement now, antiquated as they are to the letter and spirit of their intent, would probably rule out of that class from 60 to 70 per cent of all newspapers and periodicals if we were to place a strict interpretation, taking the benefit of doubt to the Government, upon the questions of what constitutes a newspaper and the parts of a newspaper; what constitutes a periodical or one devoted to literature, etc.; what constitutes a legitimate list

of subscribers, and, if we applied rigidly the prohibition against publications which are designed primarily for advertising purposes, or for free circulation, or for circulation at nominal rates, which, notwithstanding they otherwise comply with the conditions, are specially prohibited.

It was sought to show at the hearing that the privilege created by existing laws for bona fide newspapers and periodicals could not, as the Department is at present equipped, be kept reasonably within the limits intended by the statutes; and that even if the Department were to give rather than take the benefit of doubt in close cases a great number would nevertheless under real enforcement fall squarely within the prohibition just referred to. It was shown that vast quantities of matter were carried as of the second class which under effective enforcement could not, in the first instance even disregarding further requirements, be looked upon as bona fide newspapers and periodicals, for which only the privilege is provided.

The presentation was intended to establish the need of new laws to meet the changed conditions in the publishing industry, especially because, to maintain the privilege as at present, the Government must suffer not only the loss, whatever that may be, from carrying the bona fide newspapers and periodicals fairly within the intent and spirit of the statutes, but also the loss incidental to the existence of a privilege which can not be properly confined; and that under the slow processes which the Department is compelled to follow in dealing with the subject and the lack of sufficient force to enable it to organize effectively for the working out of the problem abuses develop almost as fast as they can be corrected. It was also shown by exhibits that vast quantities of matter were carried as of this class which it was a travesty to consider as meeting the conditions even in form, let alone in substance. However, it was stated to the commission that a very much better enforcement of the present laws, bad and ill-fitting as they are, could be accomplished if the Department were equipped for the purpose.

THE REMEDY AND THE OPPOSITION.

To meet the distressing situation and apply a real and effective remedy, it was proposed that the rate upon second-class matter should be increased to what would be equal to 4 cents a pound (for the details see my recommendation on page 311) and remove all the present restrictions, or that if any less than a 4-cent rate were to be continued, as there would then necessarily be restrictions, the tests of qualification should be made to depend as much as possible upon the tangible physical thing to be transported and delivered, removing to the utmost the distinctions and collateral questions required to be decided under the present laws. In short, it is the desire to secure an up-to-date, workable law—a law which can be enforced; a law the terms and limitations of which will be plain to publishers, to postmasters, and the Department; a law that will remove to the utmost degree the question of executive discretion in admitting or rejecting matter from this class.

It was of course known from the first that any change of rates would be opposed and that the interests profiting by the present bad state of affairs would actively and energetically resist any legislative reform whatever. It was not conceived, however, that there might be such a distressing amount of misrepresentation and misunderstanding concerning the situation and the Department's attitude. The oppo-

nents have sought to make it appear that the Department's effort to secure new legislation was on account of the deficit, which is of course untrue. The situation would be the same if there were a surplus. The laws are defective, no matter what the revenues may be. There is also an effort to make the publishers of the country, especially those at small places, believe that it is an attempt to abridge the freedom of the press, that their constitutional liberty is at stake, and that the Department is against publishers as such rather than against the laws, all of which is ridiculously absurd as well as untrue.

I am convinced that if publishers of bona fide newspapers and periodicals throughout the country could really understand the situation and know what their protests against legislative reform mean to the Government and to them, if successful, they would not selfishly oppose, as they appear to do, reasonable legislation at this time. They are sufferers from conditions they did not create and to which they have not contributed much, save in so far as their publications have developed, due to the evolution of the business itself, to the point where they may now be objectionable under strict enforcement of the law. With them it is simply natural progress, and they have developed beyond the law's contemplation. There would be less to complain of if we had to deal only with real newspapers and periodicals as commonly understood, but they are only a part; they are not the whole.

The Department's efforts are for the general good. It is against the bad laws, not only because the privilege can not be confined and permits of abuses which are a serious detriment to the revenue, but for the additional reason that an enforcement of them requires, if it is to be effective, an espionage of every publisher's business and a measure of censorship as well, both of which should be wiped out root and branch.

A MODERN LAW NEEDED.

It is the aim to secure laws which will not require the Department to interfere, as the present ones do, with a publisher's business. He should be left alone to work out his own fate according to his own notion, free and unhampered save by the limitations of the business or trade itself and entirely apart from the question of mail service. It should be simply the duty of the Department to furnish service—transportation and delivery—and to charge the lawful rate for that service.

The tariff should be fixed in the greatest possible degree upon the nature of the thing for which the service is sought. As it now is there are too many questions aside from the publication itself to be decided; too many distinctions to be observed; it is too much a matter of discretion with the departmental official as to whether or not it complies with each and every condition, and whether or not it falls within or without the second class. Failure to comply in any particular would exclude a publication from the privilege if the law were really enforced to the letter of its intent.

Administration is made most difficult because a publication may at one mailing meet every requirement and at the next be entirely outside of the provisions, if the facts were ascertained. What is wanted is uniformity, simplicity, and stability of service. The privilege of mailing any matter should not depend in the slightest degree upon the liberality or illiberality of the particular person in authority to decide

as to whether the publication meets his ideals in the matter of the distinctions which under existing laws determine the classification. An adverse decision on a very close question may at any time destroy a business in which large capital has been invested in good faith and in the belief that the publication met fairly every condition, which in truth, under another judge, it might have done.

ADMINISTRATIVE REFORM AND THE PROBLEM.

Concerning the present administrative reform, explained fully in previous reports, we are on the one hand pressed to go to the limit sustainable in the courts under the present laws, and, of course, we are always glad to be judicially reviewed. On the other hand, there is complaint that we are going too far or may do so. We displease and are condemned, no matter what we do, and we are confronted with the problem as to whether we shall stop short of the strict, honest, and fearless enforcement of the present statutes to the limit of their intent and purpose or go on to a finish. In this connection, the statement before the Congressional commission of a representative of the organization of all the great newspapers of the country to the effect that a strict and impartial enforcement would bar every publication from the second-class is in point. Consider also in this connection that a certificate of entry to the second-class is a grant of public money to the extent of the cost of handling over what the publisher pays—there is no other fair way to put it—and that it is the rule of the courts that in the grant of public money the benefit of doubt should be taken by the Government.

Shall the present laws remain and shall we now forge ahead, hew to the line and let the chips fall where they may? Are the Government's interests greater or less than the publishers? The situation calls for breadth of reasoning and sober second thought.

Regardless of whether the rate be raised; regardless of whether it be lowered; regardless of whether it remains as at present, there should, as a matter of justice, reason, and business sanity, be a change in the conditions, considerations, and qualifications for this classification from those which now exist, and the change should come now.

ATTITUDE OF PUBLISHERS.

There were many publishers before the commission when it sat in New York and in this city, and it is regretted that the comment is justified that very largely they seem to represent only their individual views or the views of those publishers in their class, and that they did not appear to have an adequate conception of the question as a whole. Each seemed to consider that it is due something be done, but wanted to make sure that whatever is done will fall short of reaching him or his class. There was, however, some evidence of a broad conception of the situation of the service, and also some evidence of the spirit of concession, but that was the exception rather than the rule.

The view was pressed that the rate of postage on second-class matter should not be increased unless it could be shown that the cost of handling is in excess of the present rates. There is no sound reason for this. The cost of handling was not the basis for fixing the rates for the first, third, and fourth classes. The needs of the service were the consideration, and it should be the same as to the second class.

My view of it is that Congress should arbitrarily fix a rate upon this class of matter regardless of whether it costs more or whether it costs less to handle it than the rate charged, and that rate should be high enough to remove every restriction, so as to leave the field open to all upon terms of equality and classify the matter strictly on the one consideration, namely, that it is printed matter, and not letters or merchandise; for in the last analysis newspapers and periodicals are, so far as the postal service is concerned, merely printed matter.

Under such conditions publishers would not be subject to interference by the Department with their business methods. It would not be necessary to find out whether their lists of subscribers are legitimate, or to investigate and determine any one of the manifold collateral questions which require judgment under the existing laws in order to determine whether a publication is or is not entitled to entry to the second class, or whether it is or is not entitled to remain in that class. There would then be a survival of the fittest. The great volume of questionable matter which is now distributed in a more or less degree at the expense of the Government would pay its own way, and without Government aid it would not be likely to thrive.

CONCLUSION.

I am convinced that an increase in the rate of postage would ultimately prove to be beneficial to all and would not work disastrously as represented. Time would, of course, be given for the adjustment of the whole industry to the new conditions and new rates, and it is certain that finally any increase of rates would be borne by the advertisers and not by the readers, as contended. The people would continue to get their newspapers and periodicals just as cheaply as they get them now. The publishing business is, after all, like any other business—an enterprise for making money—and it should stand on the same plane with other businesses so far as the postal service is concerned. Publishers are no more public benefactors by reason of publishing newspapers and magazines than are publishers of books and other literature which do not come into the second class. They may do good or they may not; that is not a question for the Department. The public may be depended upon to buy what it wants.

Once more I say that the situation calls for breadth of reasoning, and I am gratified to be able to say that there appears to be an awakening and a growing understanding of the real problem which confronts the Department. This is evidenced by the correspondence which is lately received and by some editorial expressions which have appeared. I am prompted, for your information, to quote the following extracts from two editorials, the first appearing in the Chicago Chronicle April 15, 1905, and the second in the Chicago Tribune October 5, 1906:

The post-office delivers a pound of second-class mail matter, such as newspapers and periodicals, with their supplements, anywhere in this country or its insular possessions for 1 cent, and a pound of third-class matter, consisting of books, at the same destination for 8 cents. This is vastly less than cost, and how does the Government manage to do it? In part by charging 32 cents for delivering a pound of letters and in part by an annual appropriation of from \$3,000,000 to \$5,000,000 to make up the loss. This is State socialism, of which some people would like to have more.

Could there be a more shameless imposition? The entire population writes letters and has to pay four times as much postage on them as is right, and pay millions of

dollars a year additional out of the National Treasury in order that a few hundred publishers may get their publications delivered for one-fifth of what it costs the Government. This is State socialism in its incipency.

This would be monstrous even if all publishers were honest, but the enormous advantages given them by the Government are used to perpetrate frauds on the Post-Office which make those advantages at the expense of the general public ten times as great as the law intends them to be. Every conceivable article of merchandise that can be concealed in the folds of a newspaper is now sent out as second-class matter. Worst of all, the second-class matter proper has become little better than advertising circulars. Numberless magazines, for instance, contain simply enough reading to float ten times as much advertising matter. This is State socialism.

The plea is that this cheap delivery of newspaper publications promotes popular intelligence, but surely the newspaper is not the only thing that does this. The same may be said of books, of writing paper, pencils, pens, ink, microscopes, blackboards, typewriters, and printing presses. Even intelligence is not the only valuable thing. The Government has no more right to carry newspapers at a loss than to carry plows for the farmer, wheat for the miller, or bricks for the builder.

* * * * *

If it be true, as charged by the Post-Office Department, that newspapers are carried through the mails at a loss, The Tribune and every other honest newspaper will advocate an increase of the rate of postage. The Tribune asks no beneficial interest from the Government which is not accorded to the general public. It does not adopt the pitiful and unworthy plea that the newspaper exerts an educational influence or is a missionary enterprise, and for that reason is entitled to assistance from the Government. Neither newspapers nor any other business enterprise should solicit eleemosynary recognition from the Government upon the claim of exerting a "good influence" upon the community.

DIVISION OF REDEMPTION.

Stamped paper received from postmasters during the year for redemption, with the disposal thereof, is as follows:

Claims presented	17, 796
Claims allowed	16, 856
Claims rejected	940
Valuation (claims allowed)	\$785, 642. 17
Increase in valuation (claims allowed)	\$102, 417. 68
Increase in number (claims allowed)	1, 521

The increase was especially large on account of the soft winter-gummed stamps becoming damaged and sticking together during the excessive heat and dampness of the past summer.

The number of registered packages of rejected stamps, etc., returned to postmasters and individuals was 3,657.

There were 2,602 cases of short-paid second-class matter; and the value of canceled stamps to cover the same, counted and destroyed, was \$45,525.69.

The value of stamps sent by postmasters to pay deficiency in registry fee and postage, counted and destroyed, was \$2,005.17.

DIVISION OF REGISTERED MAILS.

The registry business for the year is as follows:

Domestic paid letters	21, 060, 282
Domestic paid parcels	5, 283, 171
Foreign paid letters	3, 038, 350
Foreign paid parcels	568, 108
Total number of paid registrations	29, 949, 911
Number of letters and parcels registered free	4, 215, 573
Total number of letters and parcels registered, paid and free	34, 165, 484
Amount collected for registry fees, \$2,395,992.88.	

As compared with the volume of business transacted during the fiscal year ended June 30, 1905, these figures show increases as follows:

Domestic letters	2, 086, 971
Domestic parcels	932, 442
Letters for foreign destinations	498, 678
Parcels for foreign destinations	93, 665

Total increase in the number of letters and parcels on which registry fee was paid	3, 611, 756
Increase of registry fees	\$288, 940. 48
Increase in the total number of letters and parcels registered, paid and free, of 13.13 per cent, or	3, 965, 307

Never before in the history of the registry service has the increase in the number of paid registrations been so great as it has been this year, the increase being 3,611,756, exceeding by 850,546 the largest increase heretofore recorded. In every State and Territory there was an increase in the number of paid registrations.

In order to show the progress of the registry service in recent years, statistics are given below showing the total number of paid registrations, and the increase over each preceding year, from 1898 to 1906, both years inclusive:

Year.	Total paid registrations.	Increase over previous year.
1898	12, 477, 498	787, 092
1899	13, 411, 084	933, 586
1900	15, 392, 936	1, 981, 852
1901	17, 617, 278	2, 224, 342
1902	19, 628, 143	2, 010, 865
1903	22, 389, 353	2, 761, 210
1904	24, 395, 737	2, 006, 384
1905	26, 338, 155	1, 942, 418
1906	29, 949, 911	3, 611, 756
Total	181, 600, 095	.....
Average yearly registrations	20, 177, 788	.....

FREE REGISTRATION.

Although the efforts made to stop the free registration of such official matter as apparently could as well be sent in the ordinary mail have been attended with success in most instances, the number of letters and parcels registered free has largely increased this year. The increase is 353,551, as compared with 43,889—the increase of the previous year. The increase at the post-office at Washington, D. C., alone was 70,203.

CITY CARRIER REGISTRATION.

More than 11 per cent represents the rate of increase in the number of city carrier registrations this year. This per cent is not far below the per cent of increase in the total number of all letters and parcels registered as compared with the figures for the fiscal year immediately preceding. This nearly uniform increase establishes carrier registration as an important branch of the service, and shows that it is gaining steadily in patronage as the knowledge of it extends.

Considering that there were over 22,000 letter carriers serving routes, it may be assumed that the average number of letters registered by each carrier is small. The apparently low average, however, is accounted for by the fact that all carriers are not supplied with registration books, it being the intention that only those carriers serving

residential districts shall at first be supplied with books and the other carriers not until the needs of the public warrant such an extension.

Carrier registration in free-delivery cities and towns is primarily designed to safeguard the letter with valuable contents which the sender, not finding it convenient to offer for registration at a post-office or station, might deposit in a street letter box as ordinary mail, the tracing of which would be impossible in case the addressee denied its receipt.

The carriers who are supplied with registration books thus afford the public an additional opportunity for registering letters, which is freely availed of as is shown by figures in the following table:

	1904.	1905.	1906.
Number of city free-delivery post-offices.....	1,100	1,144	1,184
Number of letter carriers employed.....	20,761	21,776	22,966
Number of letters registered by city letter carriers.....	444,534	462,592	514,327
Average number of letters registered at each city letter-carrier office..	404	404	434

RURAL-CARRIER REGISTRATION.

Commencing with the year 1900, it has been customary to announce in this report the number of letters and parcels registered and the number of registered pieces delivered by rural carriers during the year. This year such information is not obtainable, as the bureau having jurisdiction over the rural carriers has discontinued regularly calling on postmasters at offices having rural free-delivery service for the quarterly reports from which the statistics were heretofore compiled.

MARINE-CARRIER REGISTRATION.

There were 55 pieces registered by the marine letter carriers at Detroit, Mich.

COLLECTION OF DEFICIENCIES ON SHORT-PAID REGISTERED MATTER.

Based on reports made by postmasters at United States exchange post-offices of the value of postage stamps affixed by them to short-paid registered letters and parcels addressed to foreign countries received from other offices for dispatch to destination, 15,568 notices were sent during the year to postmasters at those offices where the insufficiently prepaid registered matter was mailed. The total sum involved in these transactions was \$1,322.94. Each item reported was certified to the Auditor for charge against the postmaster at fault in accepting for registration matter not fully prepaid, and in this way the sum due the Government has been collected.

During the year postmasters at domestic post-offices of destination reported 43,444 instances of registered matter received at their post-offices for delivery short paid in registry fee, and in these cases, in response to notices sent out from this bureau, \$1,966.97 in uncanceled postage-due stamps were received. These stamps were counted and destroyed in the division of redemption, under the supervision of a committee selected for the purpose.

LOSSES IN THE REGISTERED MAILS.

The chief inspector has furnished information showing that during the year 12,742 complaints relating to registered matter mailed

at and addressed to United States post-offices were received in his office. Of these and the 6,970 cases based on similar complaints on hand July 1, 1905, 12,784 were investigated and final action taken. Of the 12,784 cases 5,512 involved losses in which recoveries were made and the value of the lost articles restored to the owners, as follows:

Through division of post-office inspectors	1,654
Through division of dead letters	103
Through field inspectors and postmasters	1,738
Through indemnity	414
Through indemnity and division of post-office inspectors	14
Total recoveries	3,923
Cases in which recovery was impossible	1,274
Cases in which no financial loss occurred	315
Aggregate	5,512

In order to determine the rate of loss among the domestic letters and parcels registered it has been customary to consider only the irrecoverable losses, taking no cognizance of the cases in which no financial loss occurred. Following this custom, the rate of loss is found to be 1 in every 23,987 pieces.

INDEMNITY FOR LOST REGISTERED MAIL.

Most of the losses of registered matter necessitating payment of indemnity were due to railway wrecks and robberies of post-offices. Five hundred and twenty-nine claims were approved and certified for payment during the year. Of these 151 (or over 28 per cent) were for registered pieces lost in four railway wrecks.

Availing itself of the option contained in the Universal Postal Convention, this Government has never paid indemnity for lost registered matter addressed to foreign destinations, as is done by some countries. However, at the last Postal Union Congress, recently held at Rome, Italy, it was decided that, commencing October 1, 1907, certain countries, including the United States, should pay an indemnity, not exceeding 50 francs, for each lost registered piece.

The following table shows the various causes of the 529 losses for which claims were certified during the year, with the number and amount of the losses and the amount of indemnity allowed:

Cause of loss.	Number of losses.	Aggregate.	
		Value.	Indemnity.
Burglaries	102	\$2,324.36	\$901.72
Post-offices burned	36	573.36	433.26
Stolen from mail wagons	11	81.10	63.10
Robbed by highwaymen	5	113.30	61.00
Minor accidents to pouches	10	31.46	31.46
Railway wrecks	208	1,786.83	1,388.72
Destruction of railroad depot by fire	2	11.60	11.60
Pouches ground under train	5	38.40	38.40
Coin lost from envelope in transit	10	16.26	16.26
Stolen from railway postal car	1	2.50	2.50
Lost by carrier in fording flooded stream	1	1.50	1.50
Stolen from mail crane	1	5.00	5.00
Stolen from pouches while in custody of railroad	12	482.68	143.21
Chargeable to contractors and their employees	10	192.45	118.13
Chargeable to railway postal clerks	22	345.68	294.68
Chargeable to other postal employees	43	1,605.08	473.85
Cause undetermined	50	933.65	502.43
Total	529	8,545.21	4,486.82

The following table shows the fiscal years in which indemnity has been paid, the number of claims approved each year, and the amounts paid out on such claims:

Indemnity.

Year.	Amount limited to—	Number of claims.	Amount paid.
1899.....	\$10	22	\$138. 03
1900.....	10	53	332. 42
1901.....	10	151	1, 034. 38
1902.....	10	103	654. 18
1903.....	25	469	3, 061. 01
1904.....	25	696	4, 970. 46
1905.....	25	612	5, 310. 37
1906.....	25	529	4, 486. 82
Total.....		2, 635	20, 017. 67

THROUGH REGISTRY EXCHANGES.

The following table shows the number of through registered pouch, inner registered sack, R. P. O. through registered pouch, R. P. O. inner registered sack, and brass-lock exchanges in operation June 30, 1906, compared with the number in operation at the end of each of the last three preceding years:

Nature of exchange.	1903.	1904.	1905.	1906.
Through registered pouch.....	457	442	399	389
Inner registered sack.....	503	480	417	414
R. P. O. through registered pouch.....	46	151	166	222
R. P. O. inner registered sack.....	20	41	62	76
Brass-lock pouch.....	344	355	269	278
Total.....	1, 370	1, 469	1, 313	1, 379

The railway post-office registry exchanges being a comparatively new feature of the service, they had been established and operated under instructions embodied in letters written in each instance. The necessity for a code of instructions becoming apparent, owing to the growth of the service, one was prepared and published in pamphlet form during the year. The use of this pamphlet reduces clerical labor and insures the issuance of uniform instructions.

Prior to this year the inner registered sacks dispatched from post-offices had only been made up in accordance with special directions given, specifying the post-offices to be regularly addressed, and the sacks were required to be sent whether there was registered mail for inclosure therein or not.

In addition to these regular dispatches, provision has been made for "not regular" dispatches of inner registered sacks, which are authorized to be made up at designated offices when the amount of registered mail available for dispatch to any office having a rotary lock key warrants it. The establishment of these dispatches saves postal employees along the route the separate handling of the registered packages or jackets contained in the inner sacks.

REGISTERED-PACKAGE JACKETS.

From the following figures, showing the extent to which registered-package jackets have been employed in the railway mail service alone, it will be apparent how numerous were the registered packages which, without the "registered-package jacket plan," would necessarily have been handled as separate pieces:

Registered-package jackets.

Received from—	
Post-offices	82, 209
Pieces inclosed	567, 496
R. P. O.'s	67, 364
Pieces inclosed	478, 172
Dispatched to—	
Post-offices	253, 216
Pieces inclosed	1, 785, 529
R. P. O.'s	79, 504
Pieces inclosed	538, 305
Handled in transit, 563, 111.	

In the statement appended to this report, showing the operation of the registry system at the 60 cities doing the largest registry business during the year may be found the number of jackets made up, opened, and handled in transit at those cities. These figures indicate that the object sought in furnishing the jackets, viz, to facilitate the transmission of registered matter and save the labor of recording separate registered packages in transit, has to a considerable extent been attained.

The continuous use of the single (6½ by 11½ inches) size of registered-package jacket made it apparent that in order to secure the best results a larger size of jacket was needed. A jacket measuring 8 by 12½ inches was accordingly provided, and both sizes of jacket are now supplied postmasters and railway postal clerks.

ASSISTANT SUPERINTENDENTS IN THE FIELD.

In their field work the assistant superintendents of the division of registered mails visited 1,974 offices during the year, as compared with 1,835 visited last year.

They have rendered excellent service by introducing at post-offices uniform, standard methods of handling registered mail, which experience has shown tend to obviate unnecessary labor and to expedite registered matter.

An instruction blank, with such irregularities as may be found to exist checked thereon, is left at all but the larger offices by these field agents after their examination of the registry service. During the year this blank has been revised so as to contain such additional registry instructions as had been promulgated subsequent to the time of its last revision. The blank furnishes, in concise form, such general instructions for the conduct of the registry service as are applicable to the majority of post-offices. At the larger offices special instructions are issued by the assistant superintendents at the time of their visits or by the Department based on their reports.

The satisfactory nature of the work done by this specially trained field force leads me to bear testimony to the benefits accruing to the service from their employment.

IMPROVEMENTS MADE IN THE REGISTRY SERVICE DURING THE YEAR.**REGISTRY SUPPLIES—REDUCTION IN COST OF, ELIMINATION OF UNNECESSARY, AND THE PROVIDING OF NECESSARY, REGISTRY FORMS.**

When it has been found necessary to replenish the supply of any standard registry form regularly carried in stock in the division of supplies, or to pass on requisitions from postmasters for registry forms which would have to be specially printed if furnished, the practice has been observed, before approving the forms, to carefully consider them, for the purpose of making any changes found practicable which would reduce the cost of the forms or add to their utility.

As a result, the pouch bill book, carrier's tissue receipt book, record of mail delivered to carrier, carrier's undelivered-mail book, main office to station and station to main office books (all manifold records), numbering slip, station report blank, and summary and balance blank, which were heretofore specially printed for certain offices, have been made stock forms, with a reduction in the cost of printing. The three forms last mentioned, introduced to aid in safeguarding registered matter, were, when specially printed, supplied to only a few offices; now, as stock forms, they are available for use at a larger number of offices.

A smaller and more economical size of firm registration book has been provided for offices where the amount of registry business transacted does not warrant the use of a larger book.

INDEPENDENT STATIONS.

The procedure observed in establishing independent stations has been changed. All correspondence involved in the establishment of these stations and the order authorizing them are now prepared in this office. This has relieved the office of the First Assistant Postmaster-General of these duties and made it possible to establish the stations more promptly, as the delay incident to the additional correspondence is avoided.

REGISTRY (GRAY CARD) BILL, OMISSION OF—EXTENSION OF AUTHORITY THEREFOR.

With a view to saving time and labor at post-offices, there has been an extension of the authority to dispatch, unaccompanied by registry (gray card) bill, single registered parcels addressed to domestic post-offices, under cover of registered-package envelopes or with tag envelopes attached. Both the registered-package and tag envelopes used under this authority have been specially printed with notice thereon of the omission of the bill, making it unnecessary for post-office clerks to impress the notice on the envelopes or tags with rubber hand stamp.

EXCEPTIONAL TREATMENT OF REGISTERED MATTER—EXTENSION OF AUTHORITY THEREFOR.

Various sections of the Postal Laws and Regulations empower the Third Assistant Postmaster-General to authorize the exceptional treatment of registered matter in order to avoid delays which would result in some instances were the provisions generally applicable to the dispatch of registered mail literally observed.

Such authority is granted only upon recommendation of the Second Assistant Postmaster-General, made after investigation, showing the

circumstances of each case and the advisability of permitting the exceptional treatment. A fair number of the recommendations received during the year were favorably considered, and the operation of the service under these authorizations indicates that no disadvantage has resulted or is likely to result therefrom.

The authorizations contain such terms and conditions as tend to secure the proper safeguarding of registered matter, and to impress on the postal employees interested their responsibility for its correct handling. They are revoked when advice is received indicating that the necessity for them no longer exists.

DIRECT OUTWARD DISPATCH OF REGISTERED MATTER—EXTENSION OF AUTHORITY THEREFOR.

Authority for delivery stations of the larger post-offices to make up registered matter for direct outward dispatch has been extended quite generally. Under this authority the registered matter is made up at stations in such form that it is only required to record it in transit at the main office. This obviates the unnecessary rehandling of the registered matter in other than its made-up form, and often makes it possible to connect dispatches which otherwise might not be available.

SEA-POST CLERKS AUTHORIZED TO MAKE UP THROUGH REGISTERED POUCHES.

Sea-post clerks on mail steamers were authorized to make up and dispatch in through registered pouches closed with rotary locks registered matter of foreign origin destined for certain large interior offices of the United States.

The make-up of these pouches saves the time and labor required in billing and inclosing at the New York, N. Y., post-office the lead-sealed sacks in which the matter was formerly contained and expedites the mail, as connections are now made which, previous to the adoption of the plan, were sometimes missed.

MISCELLANEOUS.

CANAL ZONE—ESTABLISHMENT OF REGISTRY SERVICE THEREIN.

Adopting suggestions made in correspondence from this bureau with him, the director of posts of the Canal Zone established in the Zone, in August, 1905, a registry service on lines similar to those on which the service is conducted in the United States. From the figures he has furnished it is learned that up to June 30, 1906, the total number of registrations reached 43,588.

Appended to this report and forming a part hereof are submitted tabulated statements which show for the fiscal year ended June 30, 1906:

1. The total number of letters and parcels (domestic, foreign, and free) registered at all the post-offices in each State and Territory, the amount of registry fees collected and the increase or decrease, as well as a recapitulation of the whole.
2. The operations of the registry service at the 60 cities of the United States leading in registry business.
3. The total number and value of registered letters and parcels transmitted in the registered mails for the Treasury and Post-Office Departments.

(NOTE.—Tables showing registry statistics submitted with the foregoing report will be found on pages 320 to 324, under Nos. 5, 6, and 7.)

ECONOMIES—PROFITS—IMPROVEMENTS.

There have been improvements both in administration and in the service at large under the jurisdiction of this bureau before and during the year covered by this report. They are of varying degrees of importance and relate to the lessening or economizing in records, labor, and time, the lessening of red tape, expedition of the mails; prevention of waste, and otherwise. They need not be recited in detail, but there are four items of such significance that I am prompted to bring them to your attention at this time. They are:

1. The revenue growing out of the incidental sales of odd lots of United States stamped envelopes and newspaper wrappers, heretofore not required to be accounted for.
2. The public convenience and the profits in issuance of stamp books.
3. The public convenience and economies from the mailing of matter without postage stamps affixed.
4. The economies and savings of the reform of the abuses of the second-class mailing privilege.

The subjects are discussed in the order named.

INCIDENTAL REVENUE FROM THE SALE OF STAMPED PAPER.

Stamped envelopes were introduced in 1853.

They are charged to postmasters at a fixed price per thousand and are sold to the public at the same price. For instance, a package containing 25 No. 5 2-cent stamped envelopes is charged to the postmaster at 53 cents, the 3 cents over the stamp value being the charge for the envelopes themselves. It is impossible, however, to sell one envelope for less than 3 cents, so that if 25 persons were to purchase an envelope each the postmaster would obtain not 53 cents but 75 cents for the package. The difference (22 cents) he was formerly not required to account for.

It seemed to me that this was legitimate revenue of the Department and should be reported as such. It has, however, been considered impracticable to collect it, on the ground merely that there is no means of determining the exact amount which postmasters would gain by odd sales of envelopes and newspaper wrappers. I did not, however, regard it as impracticable, and on February 21, 1905, issued an order to postmasters which required an accounting for this revenue, both from the sales of envelopes and newspaper wrappers. There were but a little over four months of the fiscal year closing June 30, 1905, during which this order was operative. The amount reported was \$17,124.77. For the fiscal year covered by this report, which is the first full year, the amount is \$65,544.32, making, so far, a total of \$82,669.09. As it takes a long time to educate the employees of the service to changes, it is fair to assume that we are as yet not collecting all of the revenue due from this source, but the results thus far are most satisfactory and enable me to state, as an estimate, that the failure to collect this revenue heretofore has resulted in a loss to the Government of at least \$1,000,000.

STAMP BOOKS.

The demand for 2-cent stamps bound in books continues to increase most satisfactorily. For the year covered by this report the increase over the previous year amounted to 2,319,680 books, or 18.47 per

cent. The profit per annum to the Department, after paying the contract cost for manufacture, has past the \$100,000 mark. For the year it was \$103,233.56, as against \$87,070.07 in the previous year. The total profit on the whole number of books issued in the six years and three months since they were introduced is \$418,881.17. The profit arises from the circumstance that the cost of placing the stamps in that form is about three-tenths of a cent a book, and as one can not be sold for less than one cent advance on the stamp value, one cent being the smallest coin made, there is about seven-tenths of a cent gain on a book, with the result stated. The profit is certain to be greater during the next four years, because of the lower prices to be charged for the manufacture of these books under the new contract beginning February 1 next.

Other countries have adopted the plan of issuing stamps in books like those issued by this Department. Among them are Canada, Sweden, the Netherlands, Cape Colony, and latterly France and Switzerland. The Daily Consular and Trade Reports issued by the Department of Commerce and Labor, July 9, 1906, contains, on page 9, the following note:

Postage-stamp books have been adopted by the French post-office department, advises Vice-Consul Gen. A. E. Ingram, of Paris. These books will be placed on sale at all the post-offices in France on November 1. This American idea has been adopted by Switzerland and now by France, which causes Mr. Ingram to add that "Imitation is the sincerest flattery."

The public need of a convenient method of carrying stamps had for many years been evident. The stamp book as it is made and sold by this Department is my own conception. To urge its adoption upon the Department placed me in an embarrassing position because, notwithstanding my faith in its ultimate success, its adoption involved an expenditure on the part of the Government for what in its initial stage had to be regarded more or less in the light of an experiment. Not a change, however, from the original device has been required, and its utility as a public convenience is now abundantly established. It is, of course, a matter of great gratification to me to be able to so report.

MAILING OF THIRD AND FOURTH CLASS MATTER WITHOUT STAMPS.

Under the act of Congress of April 28, 1904, the mailing of third and fourth class matter without stamps affixed was authorized. The act confines the privilege to mailings of not less than 2,000 identical pieces. The advantages are manifold.

The public acquires knowledge of changes and improvements in the service slowly. The results under this provision are, however, more than gratifying. Although it has been in operation but a short time upward of 800 offices have been authorized to receive such mailings. During the nine months of the fiscal year 1905, while this law was in operation, the average number of pieces mailed each month was 7,547,237. The monthly average of 1906 is 11,254,500 pieces, an average increase per month of 3,707,263 pieces.

The act has been beneficial from every standpoint, and particularly so in the matter of saving time and labor.

ADVANTAGES TO THE PUBLIC.

This provision saves the labor incident to affixing postage stamps on individual pieces. In preparing the matter for mailing the mailer is

required only to print in the place where a stamp would ordinarily be affixed a figure showing the amount of postage paid, the name of the post-office, and the number of his permit. It is simplicity itself, and its economies and advantages are very far-reaching and grow in proportion as the public utilizes the privilege. It permits a greater expedition in dispatch of such matter from post-offices, not requiring to be put through canceling machines or to be hand canceled it goes directly to the distributing cases and receives substantially the same prompt treatment as letter mail. This is especially valuable to business concerns whose quotations are subject to market fluctuations.

The loss which often occurs from mutilation caused by the canceling machines and hand cancellation is prevented. It is frequently the case that articles of merchandise of a frail character are damaged or ruined by the blow of the hand-canceling stamp. There are no hold-ups of pieces from which the stamps fall off due to imperfect attaching, a percentage of which occurs in all large mailings unless Government-stamped envelopes are used. No postage stamps are required to be kept in the mailer's office, and the loss incident to mutilation, theft, etc., is avoided. Where advertisers depend upon printers to prepare their matter for the mails, the receipt issued by the postmaster for each mailing serves as a check not only to the number of pieces mailed, but as to the amount of postage paid.

ADVANTAGES TO THE POSTAL SERVICE.

The greatest advantages to the postal service are the savings of labor and time in post-offices. Reports from postmasters at the large cities are to the effect that in the item of labor alone the saving amounts to from 50 to 90 per cent of that which would have been required for a like quantity of matter mailed with postage paid by stamps affixed to the individual pieces. As to the matter of time, no reliable estimate can be given. That must be left to the imagination, with the understanding that the vast quantity of matter so mailed does not require to be passed through the canceling machines or to be subjected to the arduous and slow process of hand cancellation (if the pieces are not adapted to machine cancellation). It all goes direct from the mailers to the distributors.

A saving also occurs in the cost of manufacture of the stamps. Assuming that each piece mailed last year would have required but one stamp, the saving in manufacture alone is approximately \$7,000. In addition to that, there is a saving in the cost of handling the stamps, in distribution and sale.

The following table shows the number of pieces of third and fourth class matter mailed under this provision during the fiscal year 1906 and the amount of revenue collected. It also shows the number of pieces mailed and the revenue collected during the nine months of the previous fiscal year, the law not being in operation the whole of the year.

Class.	1905.		1906.	
	Pieces.	Revenue.	Pieces.	Revenue.
Third	57,658,437	\$808,522.15	127,554,196	\$1,802,797.65
Fourth.....	3,266,931	41,977.36	7,499,896	89,993.76
Total.....	60,925,368	850,499.51	135,054,092	1,892,791.41

The law has been in operation long enough to permit of a fair trial. For the purposes of this report I called upon 28 postmasters, most of them at the larger cities, to state the advantages found by them from its operation. The reports are very gratifying. The postmaster at Battle Creek, Mich., states the matter in a letter brief enough to be submitted in full. I also submit some paragraphs from the letters of other postmasters. Taken together, they are a consensus of the views of all:

BATTLE CREEK, MICH., *October 29, 1906.*

HON. E. C. MADDEN, *Third Assistant Postmaster-General.*

SIR: Relative to the subject of mailing matter without stamps affixed for the fiscal year ending June 30, 1906, this office mailed 1,926,699 pieces, and all of the matter so mailed would have necessitated hand cancellation, being of a class which could not have been canceled by machine. The bulk of this matter consisted of an advertising pamphlet prepared for mailing by being rolled similar to the manner of preparing single-wrap newspapers for mailing, and the item of hand cancellation would have been a slow and tedious process.

Perhaps not over 50 or 60 pieces could have been canceled per minute, which, at the maximum number, would have consumed an additional sixty-six days, at eight hours per day, if such a pace could have been attained and maintained continuously every minute for that length of time.

In addition to the time saved by the provision of mailing without stamps affixed the bulk of the matter so mailed at our office was deposited by the mailer, properly routed into States, a further saving of double the above amount of time, or one hundred and thirty-two days.

This is on a basis of 30 pieces per minute, which would be a fair estimate for the distribution of papers.

In conclusion, I wish to say that the provision has not only resulted in an immense saving in labor to our office, but has been greatly appreciated by our patrons, who are gratified by the expeditious manner in which the matter is now dispatched.

Very respectfully,

M. S. CURTIS, *Postmaster.*

Postmaster Willcox, at New York, among other things, says:

It is certainly apparent, from the instances cited, and which are by no means exceptional at this office, that the advantages from this form of mailing are manifold; they are so numerous and possess such beneficial effects upon the whole postal service that efforts are constantly being made at this point to prevail upon the public to adopt this system of mailing; where this is done, it results in the saving of at least 50 per cent in the handling of the matter itself, contributes largely in expediting the dispatch of other mail matter by reducing the sum total of labor performed and time consumed in the day's work, and plays an important part in preventing the working of the clerks far beyond their fixed hours of duty, which prevents discouragement on their part and secures a corresponding increase in efficiency.

Postmaster Dutro, of Memphis, Tenn., says:

Under the former system we frequently had complaints from the mailers, stating that they were compelled to withdraw this style of advertising, as in the drug business and grocery business prices would fluctuate before their customers could send their orders in.

Really it would be a hardship on the Post-Office Department, as well as the patrons of the office, should this privilege of mailing be taken away from them. It has certainly been one of the most important regulations enacted within recent years.

Postmaster Roberts, of Brooklyn, N. Y., states:

The greatest advantage derived from this process of mailing is the actual time saved in disposing of the mail—a material factor to the mailer and a benefit to the postal service. The receipt at the post-office of 15,000 to 50,000 pieces with stamps affixed at one mailing requires a complement of stampers for immediate use, and these are not always available. The absence of affixed stamps permits the designation of such employees in distributing and dispatching such mail matter without delay.

The idea of accepting third and fourth class matter in the mails without postage stamps, and the economies and advantages which would result to the public and to the service from such a provision originated with me, and I myself drafted the provision and, with the approval of the Postmaster-General, advocated its enactment into law before the Congressional committee. The results which I am able to report are therefore a source of great gratification to me, as I am sure they will be to you.

SAVINGS IN THE SECOND CLASS.

An administrative reform of the abuses of the second-class mailing privilege has been in progress since the latter part of 1901. When instituted it was understood that it would be a slow process and require years of patient application. It was also understood that it would disturb the publishing industry in proportion to the Department's activity in curtailing or limiting the privilege to the intent of the law which had been so long disregarded, and which disregard had resulted in abuses which had become a scandal to the service and the occasion of tremendous loss of revenue. In one way or another the reform has been halted or checked, but it has continued nevertheless. Now Congress, upon the recommendation of this Department, has appointed a commission to consider the whole subject, and this has the effect of suspending activity while the commission is devoting itself to the problem.

No human agency can determine or even fairly estimate the savings and economies which have resulted from the correction of these abuses so far as the work has progressed. Millions of pounds of printed matter formerly mailed at the second-class rates have been excluded from the privilege, and millions of pounds seeking entry to that class have been denied the privilege. But for this curtailment the reported deficit in the revenue would be much greater, but how much no one can tell.

One illustration of the loss which the Government has suffered by reason of carrying third-class matter unlawfully at the second-class rates is sufficient to enable one to conjecture what the savings and economies may have been.

The right of the Department to exclude a publication already in that class was brought to test in the courts, and the case was carried through the whole judicial gamut. The approximate figures as to the effect upon the revenue may be given. The case passed through three courts. The Department was not sustained in the first, but the judgment of the first was overruled by the court of appeals, and the judgment of the court of appeals was sustained by the United States Supreme Court.

For the time that the publication was mailed at the second-class rates, while the case was pending, the publisher was required to give bond for the higher rate to which it was held to be subject. The final decision of the court sustained the holding of the Department that it was of the third class. The amount of back postage due to be collected on the bond was slightly more than \$6,880. The publication had been carried as matter of the second class for sixteen or seventeen years, and during that period the Government lost at least 7 cents a pound. The amount in that one case is estimated to be about \$50,000.

In the light of the foregoing we can do no more than guess as to the amount of savings resulting from the administrative reform, and to do so it is necessary to take into consideration not only the number of

publications excluded and those denied entry, but in addition the great volume of dead or unsold matter returned by news agents to a central agency at a cent a pound, which has been cut off, the limitations which have been placed upon the sample-copy privilege, the elimination of the various articles of merchandise which were formerly sent as supplements, and many other lesser items.

Whatever amount of this matter is now carried in the mails, it is paying transient second-class rate or the third-class rate, which is at least 3 or 7 cents, as the case may be, a pound more than was formerly paid. On that portion which is not now carried at all the Government at least does not lose the difference between the rate paid by the mailer and the cost of handling, whatever that may be. Regardless of what the financial side might show, if we were able to determine accurately the actual amount saved, one other result is accomplished, viz, that the second-class privilege is well in hand and is daily being more thoroughly subjected to the control contemplated by law. The Department is ready to go forward with the administrative reform to a finish should the outcome of the work of the Congressional commission be that no new statutes are to be enacted.

RECOMMENDATIONS.

For the purpose of adjusting, modernizing, and improving the postal service I have the honor to recommend the following changes in the laws in relation to the classification of domestic mail matter and the rates of postage thereon, that subject being within the jurisdiction of this bureau:

1. That the rate of postage upon letters not exceeding 1 ounce deposited in any post-office for local delivery by its carriers or otherwise shall be uniform at 1 cent each; provided that when any letter mailed at this rate requires to be forwarded to another post-office for delivery the deficiency at the rate of 2 cents an ounce or fraction thereof, less the amount prepaid, shall be collected as now provided by law for other short-paid letters.

2. That the seven different rates of postage for the second class and the one rate for the third class be abandoned, and in their place there be adopted a uniform rate for all printed matter of a quarter of a cent an ounce, or 1 cent for each 4 ounces or fraction thereof to one address, which is 4 cents on an even pound, and that there be a provision for the payment of postage on newspapers and periodicals in money as at present and another for their expeditious handling in the mails.

If a less rate than that proposed be continued or established for second-class matter then the present rate on third-class matter should continue, because it will then be necessary to place restrictions upon the second class. In that event the tests of classification or qualification for the latter class should be simplified and made to depend as much as possible upon the nature of the tangible physical thing to be transported and delivered, eliminating to the utmost all ideal distinctions and collateral questions, such as now characterize and burden the laws in relation to matter of this class.

3. In the event my recommendation for the merging of the second and third classes be not adopted—

- (a) That the third and fourth classes of mail matter be merged or consolidated at the rate now applicable to the third class; or

(b) That the rate for fourth-class matter (merchandise) be fixed at 1 cent for each 2 ounces or fraction thereof on all packages not in excess of 16 ounces (1 pound), and 1 cent for each ounce or fraction thereof on all in excess of 16 ounces in the same package; or

(c) That the rate for fourth-class matter (merchandise) be fixed at 1 cent for each ounce or fraction thereof, not exceeding 6 ounces, on each package to one address, and 1 cent on each 2 ounces or fraction thereof on all in excess of 6 ounces in the same package. This proposition would make the rate of postage 11 cents on an even pound, and 8 cents on each additional even pound in the same package. The Department would get the benefit of the fractions. The great majority of packages of merchandise sent in the mails being small, the effect upon the revenues would not be appreciable.

Any one of these three propositions would do away, either wholly or in some degree, with the present anomalous situation which makes it possible to send a pound of merchandise to Germany for 12 cents, while 16 cents must be paid to send the same package to Alexandria, Va., less than 20 miles distant. If the latter of these three recommendations be adopted, there should be covered into the third class many of the small articles which are more or less of the character of printed matter, but under existing law held to be of the fourth class.

4. That existing law be modified so as to permit, under suitable regulations, the use of ordinary postage stamps as well as special-delivery stamps, the latter not always being at hand or easily obtainable, for the purpose of securing special delivery of any letter or package. It does not seem to be necessary to limit the service, as it is now, to a particular kind of stamp. It will be a simple matter to arrange to accept ordinary stamps of the same value. The effect of such a change would be to broaden and extend the uses and convenience to the public of the special-delivery service, and it would add nothing to the expenses of the Government.

CONCERNING THE FOREIGN SERVICE.

For reasons of sound postal policy I recommend a modification of the practices which have heretofore existed in regard to the fixing by treaty the conditions and rates of postage on mail matter going to and coming from foreign countries, so as to correct the present unwholesome conditions and apparent discrimination in favor of the foreign as against the domestic service.

May I suggest that when entering into conventions with foreign countries hereafter it be provided that there be no reciprocal exchange of second-class matter unless the postage rate be the same in both countries. As it is, newspapers and periodicals published in Canada can be mailed there at less rates than like publications can be mailed in this country. The result is that our domestic newspapers and periodicals, especially those located near the border, are subject to an unfair handicap in the matter of rates, which is very important when both bid for public patronage in the same locality.

This bad situation is intensified by another disadvantage to which the domestic publications are subject, which is that Canadian publications, not being amenable to domestic restrictions concerning rebating on subscription prices, are able to underbid for patronage in this country to the serious detriment of our own.

Merchandise can be shipped from a number of foreign countries and from this country to those countries under parcels-post arrangements at 4 cents a pound less than the same matter can be shipped from point to point in this country. It is difficult for the public to understand when such differences exist that we are not favoring the foreign at the expense of our domestic service, which should be not only the best but the cheapest. The discrimination, if any there must be, should in future treaties favor, if possible, the domestic service; and it is my view that we should do away in the greatest possible degree with the present established inconsistencies and discriminations of more favorable rates and conditions for matter going to and coming from abroad. Uniformity is the essential thing. The other countries may adapt themselves to our system, which is the greatest and most extensive, but not ours to that of any foreign country.

The rapidity with which we are moving in the direction of favors to foreign mail matter and the degree of our being governed from abroad is illustrated by the action of the Universal Postal Union sitting in Rome, which action is binding upon this country. That body has decreed that this country shall, after March 1 next, accept "postcards" with written messages on the left half of the face thereof. This will be a discrimination against the United States postal card in favor of cards manufactured by private parties. It is the equivalent of an extension of space for the message. Might it not have been better business to increase proportionately the size of the card and keep the face strictly for the address in the interest of good service?

The mail service of this country can not well be compared with that of any other. Writing messages on the face of mail matter may work very well in other countries, but consider the vast quantities of mail handled here and the expedition which is demanded. The people of no other country require so much. The results of providing for messages on the face of this kind of mail matter which has hitherto been reserved for the address, as in the case of all other kinds, and to which condition all of our citizens are accustomed, may not be satisfactory.

The Rome convention also provided that photographs and engravings on very thin paper may be pasted on the back and on the left half of the front of postcards. This can not be done with United States postal cards. To be fair and consistent we should now broaden likewise the uses of the latter. It would seem from the language of the acts authorizing United States postal cards and private postcards that Congress did not intend the latter to have greater privileges than the former, and heretofore that principle has been substantially maintained.

There is another matter of importance which should be mentioned. Under the action of the Postal Union Convention just referred to this country is required, beginning October 1 next, to pay a limited indemnity for the loss of any registered package sent in or received in the foreign mails. This is an insurance of printed matter and merchandise in unsealed packages. We are not likely to be able to do as much for domestic unsealed matter of the same classes, nor would it be sound public policy to do so. It will be observed in connection with this new provision that part or all of the contents of an unsealed package may be abstracted or lost in transit, and while the package is in the custody of a foreign administration, into whose service we can make

no investigation of our own to determine the condition at the time of mailing, in transit, or at the time of delivery, or whether, as a matter of fact, the loss occurred while the package was in the custody of this Department, or whether we are being required to pay for what is only an alleged loss of contents.

This provision opens the door to fraud unless it be thoroughly safeguarded by a system of records and manifests to be checked against at the office of mailing, and again when passing through the exchange offices, to determine as to the integrity of the contents of each package. As a matter of sound business, however expensive it may be, we must require this to be done at least at the point where the responsibility of this Administration begins on incoming matter and ceases on outgoing matter. A package is "lost" if when mailed in Germany it contains a box inclosing a book and when delivered in Washington it contains only an empty box.

In our domestic service it has been deemed the part of wisdom, well sustained by experience, that indemnity should be paid for nothing but sealed matter paid at the letter rate. When a letter or parcel is sealed at the point of mailing and is found in good condition when received at the point of delivery, the facts as to loss or rifling are very much easier and more practicable of determination.

I earnestly recommend that there be no further extension of discriminations to the disadvantage of our domestic mail service.

No. 1.—*Statement of the appropriations, expenditures, and balances unexpended on account of the postal service for the fiscal year ended June 30, 1906.*

	Appropriations.	Expended to September 30, 1906.	Balance un- expended.
<i>Office of the Postmaster-General.</i>			
Advertising	\$5,000.00	\$3,315.67	\$1,684.33
Post-office inspectors:			
Salaries	368,150.00	347,447.24	20,702.76
Per diem allowance	205,000.00	177,380.00	27,620.00
Salaries of clerks at division headquarters and miscellaneous expenses	98,000.00	96,422.02	1,577.98
Information	2,000.00	199.12	1,800.88
Rewards	15,000.00	2,260.00	12,740.00
Delegate to Universal Postal Congress	5,000.00	4,500.00	500.00
Emergencies in California	70,000.00	12,823.85	57,176.15
Miscellaneous items	2,000.00	1,984.62	65.38
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	23,750,000.00	23,544,585.09	205,414.91
Compensation to assistant postmasters	2,123,800.00	1,978,219.48	145,580.52
Compensation of clerks in post-offices:			
Clerks at first and second class post-offices	21,060,000.00	21,084,553.81	25,446.19
Vacation service at first and second class post- offices	100,000.00	85,686.42	14,313.58
Temporary service at first and second class post-offices	150,000.00	149,996.88	3.12
Separating mail at third and fourth class post- offices	800,000.00	743,579.73	56,420.27
Unusual business at third and fourth class post- offices	50,000.00	48,067.95	1,932.05
Clerks at third-class post-offices	750,000.00	655,128.97	94,871.03
Rent, light, and fuel at first, second, and third class post-offices	2,800,000.00	2,714,130.06	85,869.94
Miscellaneous items at first and second class post- offices	225,000.00	209,581.44	15,418.56
Advertising and purchasing newspapers at first and second class post-offices	25,000.00	72.58	24,927.42
Canceling machines	225,000.00	220,604.00	4,396.00
Salaries, assistant superintendents, salary and al- lowance division	14,000.00	13,877.78	122.22
Per diem and expenses, assistant superintendents, salary and allowance division	10,220.00	8,636.92	1,583.08

No. 1.—Statement of the appropriations, expenditures, and balances unexpended on account of the postal service for the fiscal year ended June 30, 1906—Continued.

	Appropriations.	Expended to September 30, 1906.	Balance unexpended.
<i>Office of the First Assistant Postmaster-General—Cont'd.</i>			
<i>City free-delivery service:</i>			
Letter carriers.....	\$21,296 575.00	\$20,920,509.86	\$376,065.14
Letter carriers at new offices.....	110,000.00	27,901.97	82,098.03
Horse hire.....	725,000.00	682,255.96	42,744.04
Car fare and bicycles.....	325,000.00	302,280.62	22,719.38
Mechanics.....	19,800.00	16,999.75	2,800.25
Incidental expenses.....	300,000.00	102,778.64	197,221.46
Marine postal service.....	4,500.00	4,450.00	50.00
<i>Special-delivery service:</i>			
Car fare.....	10,000.00	8,417.31	1,582.69
Fees.....	920,000.00	919,999.36	.64
Miscellaneous items.....	1,000.00	817.14	97.21
Miscellaneous items, books.....		a85.65	
<i>Office of the Second Assistant Postmaster-General.</i>			
<i>Inland mail transportation:</i>			
Star routes.....	7,300,000.00	7,292,660.64	7,399.36
Steamboat routes.....	758,000.00	731,898.89	26,601.11
Mail messengers.....	1,300,000.00	1,285,143.05	14,856.95
Pneumatic tubes.....	500,000.00	392,506.92	107,493.08
Regulation screen wagon.....	1,176,000.00	1,168,049.44	7,950.56
Railroad.....	41,069,000.00	41,063,517.85	15,482.15
Freight on railroads.....	120,000.00	87,692.28	32,307.72
Special facilities, trunk lines, Washington to Atlanta to New Orleans.....	142,728.75	95,116.68	47,612.07
Special facilities on trunk lines, Kansas City to Newton.....	25,000.00	22,739.74	2,260.26
Electric and cable cars.....	600,000.00	556,219.05	43,780.95
Electric and cable cars, underground service in Chicago.....	172,600.00		172,600.00
Railway post-office cars.....	5,875,000.00	5,684,783.76	190,216.24
Mail bags, cord fasteners, label cases, etc.....	350,000.00	349,019.26	980.74
Mail locks and keys.....	45,000.00	38,125.44	6,874.56
Mail-bag and mail-lock repair shop.....	9,000.00	8,407.35	592.65
Moving and installing mail-bag and mail-lock repair shop.....	3,200.00	931.35	2,268.65
<i>Railway mail service:</i>			
Salaries.....	14,178,000.00	13,916,675.08	261,324.92
Acting clerks for injured on duty, etc.....	100,000.00	72,610.97	27,389.03
Traveling expenses.....	21,000.00	19,400.85	1,599.15
Office expenses.....	58,500.00	55,147.63	3,352.37
Per diem, assistant superintendents.....	28,000.00	25,432.00	2,568.00
Official expenses not covered by per diem.....	5,000.00	1,645.69	3,354.31
Temporary clerk hire.....	50,000.00	47,753.63	2,246.37
Substitute clerks.....	50,000.00	39,304.14	10,695.86
<i>Transportation of foreign mails:</i>			
Regular service.....	2,771,000.00	2,745,487.77	25,512.23
Mails to Tahiti.....	45,000.00	42,180.00	2,820.00
Sea post-offices.....	85,000.00	69,088.23	15,911.77
Transfer service.....	40,000.00	39,000.00	1,000.00
Assistant superintendent.....	2,500.00		2,500.00
Balance due foreign countries.....	158,000.00	141,448.21	11,556.79
Miscellaneous items.....	1,000.00	70.55	929.45
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps.....	420,000.00	410,824.69	9,175.41
Distribution of postage stamps.....	11,280.00	9,955.40	1,324.60
Manufacture of stamped envelopes and newspaper wrappers.....	1,005,000.00	989,804.18	15,195.82
Distribution of stamped envelopes and newspaper wrappers.....	20,500.00	19,096.67	1,403.43
Manufacture of postal cards.....	196,000.00	164,008.35	31,991.65
Distribution of postal cards.....	7,640.00	5,384.28	2,255.72
Ship, steamboat, and way letters.....	500.00	132.48	367.52
Indemnity for lost registered mail (first class).....	6,000.00	900.68	5,099.32
Special counsel, suits second-class mailing privilege.....	8,262.68	3,000.00	5,262.68
Payment of money orders more than 1 year old.....	191,872.86	191,872.86	
Miscellaneous items.....	1,000.00	153.65	846.45
<i>Office of the Fourth Assistant Postmaster-General.</i>			
<i>Rural delivery:</i>			
Salaries of superintendents and agents.....	227,100.00	211,045.86	16,054.14
Per diem and expenses, superintendents and agents.....	193,200.00	164,057.85	29,142.15
Expenses in livery hire.....	40,000.00	23,804.94	11,195.06
Clerks at division headquarters.....	48,000.00	44,707.11	3,292.89

*Three hundred dollars of appropriation for miscellaneous expenses, Office of the First Assistant Postmaster-General, available for purchase of books, of which \$85.65 was expended.

No. 1.—*Statement of the appropriations, expenditures, and balances unexpended on account of the postal service for the fiscal year ended June 30, 1906—Continued.*

	Appropriations.	Expended to September 30, 1906.	Balance unexpended.
<i>Office of the Fourth Assistant Postmaster-General—Con.</i>			
Rural delivery—Continued.			
Carriers	\$25, 107, 500.00	\$24, 198, 373.70	\$909, 126.30
Clerks at stations	12, 500.00	10, 049.37	2, 450.63
Incidental expenses and supplies	200, 000.00	81, 941.96	118, 058.04
Stationery for postal service	65, 000.00	64, 980.08	69.92
Wrapping twine	175, 000.00	174, 983.04	16.96
Wrapping paper	55, 000.00	48, 441.70	6, 558.30
Letter balances, scales, and test weights	12, 500.00	9, 920.14	2, 579.86
Postmarking and rating stamps	35, 000.00	31, 438.62	3, 561.38
Rubber stamps and type	6, 000.00	4, 648.86	1, 351.14
Packing boxes, sawdust, paste, and hardware	2, 000.00	1, 578.39	421.61
Printing facing slips, etc.	20, 000.00	17, 278.93	2, 721.07
Blanks, blank books, etc., for money-order business ..	150, 000.00	149, 296.56	703.44
Rubber and metal stamps for money-order business ..	6, 000.00	3, 931.98	2, 068.02
Copying presses and typewriting machines for money-order business ..	14, 000.00	13, 955.75	44.25
Exchange on drafts, stationery, etc., for money-order business ..	10, 000.00	3, 608.90	6, 391.10
Registered-package tag, official and dead-letter envelopes	206, 000.00	190, 230.33	15, 769.67
Blanks, blank books, etc., for registry system	15, 000.00	686.22	14, 313.78
Miscellaneous items	1, 000.00	8.55	991.45
Total	182, 067, 429.29	178, 270, 103.02	3, 797, 326.27

No. 2.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards, by denominations, issued during the fiscal year ended June 30, 1906.*

POSTAGE STAMPS.

Denomination.	Ordinary.	Postage-due.
1-cent	1, 706, 257, 400	6, 102, 600
2-cent	4, 019, 338, 200	18, 308, 800
2-cent, in stamp books	250, 239, 120	.....
3-cent	47, 581, 500	847, 500
4-cent	58, 761, 200	.....
5-cent	95, 265, 700	2, 059, 500
6-cent	20, 276, 600	.....
8-cent	30, 758, 500	.....
10-cent	43, 763, 600	4, 297, 050
13-cent	4, 523, 700	.....
15-cent	7, 220, 240	.....
30-cent .....	.....	8, 370
60-cent	894, 050	6, 730
1-dollar	65, 240	.....
2-dollar	5, 235	.....
5-dollar	5, 210	.....
10-cent, special delivery	12, 941, 920	.....
Total	6, 297, 392, 415	31, 630, 550
Value	\$122, 312, 628.40	\$991, 183.00

STAMP BOOKS.

Denomination.	Number.
Books of 12 stamps each	10, 921, 860
Books of 24 stamps each	2, 939, 600
Books of 48 stamps each	1, 013, 050
Total	14, 874, 510
Value	\$5, 153, 527.50

No. 2.—*Postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards, by denominations, issued during the fiscal year ended June 30, 1906—Cont'd.*

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Denomination.	Ordinary stamped envelopes and newspaper wrappers.	Special-request stamped envelopes.	Total.
1-cent envelopes.....	68,647,000	50,172,750	118,819,750
2-cent envelopes.....	267,356,250	800,204,000	1,067,560,250
4-cent envelopes.....	226,250	370,500	596,750
5-cent envelopes.....	280,500	392,500	673,000
1-cent wrappers.....	39,063,750		39,063,750
2-cent wrappers.....	3,531,500		3,531,500
4-cent wrappers.....	42,750		42,750
Total.....	379,148,000	851,139,750	1,230,287,750
Value.....	\$6,980,847.30	\$17,634,550.08	\$24,615,397.38

POSTAL CARDS.

Denomination.	Number.
A, 1-cent.....	114,000
D, 1-cent double.....	14,654,000
E, 2-cent.....	1,284,350
F, 2-cent double.....	25,500
K, 1-cent.....	1,399,000
McKinley, 1-cent.....	781,441,000
Total.....	798,917,850
Value.....	\$3,149,327

No. 3.—*Statement showing increase in the issue of postage stamps, stamp books, stamped envelopes, newspaper wrappers, and postal cards for the fiscal year ended June 30, 1906, as compared with the issue of the preceding year.*

Articles.	Number.		Increase.	Per cent of increase.	
	1905.	1906.		1905.	1906.
Ordinary postage stamps.....	5,538,451,355	6,034,211,375	495,760,020	7.71	8.95
Postage stamps in books.....	212,566,560	250,239,120	37,672,560	12.34	17.72
Special-delivery stamps.....	11,431,810	12,941,920	1,510,110	13.45	13.21
Postage-due stamps.....	26,764,260	31,630,560	4,866,290	5.18	18.18
Ordinary stamped envelopes.....	298,925,250	336,510,000	37,584,750	1.08	12.57
Special-request stamped envelopes.....	735,064,000	851,139,750	116,075,750	8.76	35.79
Newspaper wrappers.....	40,928,750	42,638,000	1,709,250	2.97	4.17
Postal cards.....	728,285,100	798,917,850	70,632,750	3.61	9.69
Total.....	7,592,417,085	8,358,228,565	765,811,480	7.09	10.08
Add stamp books.....	12,554,830	14,874,510	2,319,680	12.48	18.47
Grand total.....	7,604,971,915	8,373,103,075	768,131,160	7.10	10.10

Articles.	Value.		Increase.	Per cent of increase.	
	1905.	1906.		1905.	1906.
Ordinary postage stamps.....	\$106,479,009.00	\$116,013,654.00	\$9,534,645.00	8.01	8.95
Postage stamps in books.....	4,251,331.20	5,004,782.40	753,451.20	12.34	17.72
Special-delivery stamps.....	1,143,181.00	1,294,192.00	151,011.00	13.45	13.21
Postage-due stamps.....	779,839.00	991,183.00	211,344.00	5.57	27.10
Ordinary stamped envelopes.....	5,740,769.86	6,489,401.95	748,632.09	1.93	13.04
Special-request stamped envelopes.....	15,202,853.66	17,634,550.08	2,431,696.42	8.41	15.92
Newspaper wrappers.....	466,861.65	491,445.35	24,583.70	1.91	5.26
Postal cards.....	7,422,009.00	8,149,327.00	727,318.00	3.33	9.79
Total.....	141,485,854.37	156,068,535.78	14,582,681.41	7.47	10.30
Add stamp books.....	125,548.30	148,745.10	23,196.80	12.48	18.47
Grand total.....	141,611,402.67	156,217,280.88	14,605,878.21	7.48	10.31

^aIncludes commemorative, series 1904.

^bDecrease.

REPORT OF THE POSTMASTER-GENERAL.

No. 4.—A comparative statement of second-class matter mailed and postage collected at the 45 largest post-offices during the two fiscal years ending June 30, 1906 and 1905.

Post-office.	Year ending June 30, 1905.		Year ending June 30, 1906.		Increase.			Decrease.			Per cent of total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	Weight.	Postage.	Per cent.	
New York, N. Y.	134,152,865	\$1,341,528.65	145,851,397	\$1,458,513.97	11,698,532	\$116,985.32	8.720				22.067
Chicago, Ill.	66,590,426	665,904.26	70,891,415	708,914.15	4,300,989	43,009.89	6.458				10.785
Philadelphia, Pa.	31,059,256	350,592.56	37,602,758	376,027.58	2,543,502	25,435.02	7.254				5.694
St. Louis, Mo.	31,838,502	318,385.02	30,440,137	304,401.37				1,398,365	\$13,983.65	4.392	4.609
Boston, Mass.	24,025,175	240,251.75	24,833,517	248,335.17	808,342	8,083.42	3.354				3.760
Kansas City, Mo.	18,136,252	181,362.52	18,568,612	185,686.12	437,360	4,373.60	2.521				2.515
Minneapolis, Minn.	13,852,812	138,528.12	15,445,895	154,458.95	1,593,083	15,930.83	11.500				2.339
Cincinnati, Ohio	13,926,658	139,266.58	12,675,868	126,758.68				1,250,795	12,507.95	8.981	1.919
Indianapolis, Ind.	8,600,836	86,008.36	10,091,925	100,919.25	1,491,089	15,310.89	17.884				1.497
Augusta, Me.	9,608,314	96,083.14	9,283,277	92,832.77	325,037	3,250.37	3.375				1.528
Cleveland, Ohio	7,993,601	79,936.01	9,139,321	91,393.21	1,299,676	12,996.76	16.881				1.894
Detroit, Mich.	8,556,296	85,562.96	9,139,321	91,393.21	583,025	5,830.25	6.813				1.869
St. Paul, Minn.	8,861,612	88,616.12	9,044,900	90,449.00	183,288	1,832.88	2.068				1.294
Milwaukee, Wis.	8,655,122	86,551.22	8,483,173	84,831.73				171,949	1,719.49	1.986	1.224
Atlanta, Ga.	7,074,376	70,743.76	8,082,740	80,827.40	1,008,364	10,083.64	14.258				1.156
Des Moines, Iowa	6,124,881	61,248.81	7,689,890	76,898.90	1,515,009	15,150.09	24.785				1.097
San Francisco, Cal.	6,507,458	65,074.58	7,832,434	78,324.34				1,175,024	11,750.24	18.811	1.860
Pittsburg, Pa.	6,824,332	68,243.32	7,244,060	72,440.60	419,678	4,196.78	6.149				1.831
Omaha, Neb.	5,968,706	59,687.06	6,276,871	62,768.71	307,665	3,076.65	5.154				1.908
Denver, Colo.	5,738,027	57,380.27	6,154,208	61,542.08	416,179	4,161.79	7.252				1.778
Springfield, Ohio	5,117,350	51,173.50	5,997,776	59,977.76	880,426	8,804.26	17.204				1.739
Springfield, Mass.	5,359,490	53,594.90	5,869,986	58,699.86	590,496	5,904.96	10.831				1.689
Baltimore, Md.	4,754,651	47,546.51	5,141,402	51,414.02	376,751	3,767.51	7.907				1.638
Lincoln, Neb.	4,565,405	45,654.05	4,890,022	48,900.22				686,313	6,863.13	12.829	1.638
Nashville, Tenn.	3,892,429	38,924.29	4,890,260	48,902.60	447,831	4,478.31	11.588				1.637
Dallas, Tex.	3,826,400	38,264.00	4,890,260	48,902.60	376,761	3,767.61	9.859				1.617
Elgin, Ill.	3,848,456	38,484.56	4,890,260	48,902.60	376,761	3,767.61	9.859				1.586
Washington, D. C.	3,848,456	38,484.56	4,890,260	48,902.60	376,761	3,767.61	9.859				1.545
Memphis, Tenn.	3,869,871	38,698.71	3,874,749	38,747.49	54,878	547.78	1.419				1.545
Louisville, Ky.	2,899,613	28,996.13	3,022,724	30,227.24	613,111	6,131.11	20.808				1.545
Cincinnati, Ohio	2,856,357	28,563.57	3,447,142	34,471.42	590,785	5,907.85	2.704				1.512
Peoria, Ill.	2,941,645	29,416.45	3,831,185	38,311.85	439,540	4,395.40	14.941				1.512
Waterbury, Me.	3,800,609	38,006.09	3,846,932	38,469.32	46,323	463.23	1.204				1.506
New Orleans, La.	3,030,622	30,306.22	3,200,932	32,009.32	169,560	1,695.60	5.595				1.484
Seattle, Wash.	2,718,800	27,188.00	3,094,832	30,948.32	376,032	3,760.32	13.830				1.461
Los Angeles, Cal.	2,128,844	21,288.44	3,047,404	30,474.04	918,560	9,185.60	43.148				1.432
Buffalo, N. Y.	2,065,690	20,656.90	2,857,379	28,573.79	271,689	2,716.89	10.507				1.427
Toledo, Ohio	2,461,583	24,615.83	2,821,002	28,210.02	359,419	3,594.19	14.601				1.427
Portland, Ore.	1,978,048	19,780.48	2,642,408	26,424.08	664,360	6,643.60	33.586				1.400

Columbus, Ohio.....	2,765,546	27,555.46	2,600,868	28,008.68	75,626	756.26	3,008	164,678	1,646.78	5,954	.893
Williamsport, Pa.....	2,518,097	25,180.97	2,598,728	25,987.28	269,583	2,695.88	13,250	.....	.....	.....	.892
Rochester, N. Y.....	2,034,449	20,344.49	2,804,082	28,040.82	887,985	8,879.85	21,028	.....	.....	.....	.848
Sioux City, Iowa.....	1,845,016	18,450.16	2,233,001	22,330.01	826,855	8,268.55	18,489	.....	.....	.....	.838
Richmond, Va.....	1,767,777	17,677.77	2,094,682	20,946.82	191,069	1,910.69	10,253	.....	.....	.....	.817
St. Joseph, Mo.....	1,868,512	18,685.12	2,064,581	20,645.81	81,883	818.83	4,198	.....	.....	.....	.811
Houston, Tex.....	1,950,517	19,505.17	2,082,400	20,824.00	.....	.....	.....	.....	.....	.....	.807
Total.....	508,111,031	5,081,110.31	640,898,619	6,408,986.19	37,629,712	376,297.12	a 6,452	4,847,124	48,471.24	.....	81.911

a Per cent of net increase at 45 offices.

REPORT OF THE POSTMASTER-GENERAL.

No. 5.—Number of registered letters and parcels transmitted through the mails from each State and Territory of the United States during the fiscal year ended June 30, 1906.

State or Territory.	Domestic.		Foreign.		Free.	Grand total of letters and parcels registered for year ended June 30, 1906.	Fees received.	Increase.	
	Letters.	Parcels.	Letters.	Parcels.				Letters and parcels.	Fees.
Alabama.....	347,993	56,912	7,693	1,085	45,685	459,308	\$38,091.44	37,768	\$2,457.98
Alaska.....	34,718	9,376	3,990	397	2,354	50,825	8,677.68	10,178	8,677.68
Arizona.....	11,825	24,055	8,012	8,012	8,012	180,316	9,784.32	16,409	1,285.44
Arkansas.....	382,616	52,719	4,587	474	36,040	428,435	31,231.60	27,621	1,917.44
California.....	821,854	384,720	153,829	24,649	126,231	1,460,793	106,784.16	277,913	21,821.12
Colorado.....	265,051	80,053	25,539	2,825	29,543	403,011	29,577.44	64,655	4,197.20
Connecticut.....	305,650	91,598	76,691	5,920	427,698	907,537	38,387.92	88,668	3,738.48
Delaware.....	43,132	4,651	4,738	170	3,577	56,268	4,215.28	6,859	513.12
District of Columbia.....	169,749	43,598	11,857	5,861	1,019,190	1,250,255	18,485.20	97,672	2,197.52
Florida.....	255,461	45,683	11,536	1,428	26,663	340,771	25,128.04	37,405	2,688.32
Georgia.....	345,615	72,476	5,902	1,360	43,946	467,299	33,868.24	32,549	2,236.32
Guam.....	790	266	56	17	79	1,238	92.72	12	.64
Hawaii.....	88,809	13,897	21,558	777	5,355	75,396	5,603.28	11,855	910.48
Idaho.....	135,776	26,660	4,721	846	14,144	181,647	13,400.24	13,972	1,001.44
Illinois.....	1,212,042	665,428	208,117	53,427	172,065	2,806,079	170,721.12	288,731	21,261.68
Indiana.....	863,532	100,218	21,841	3,054	59,252	547,897	39,091.60	31,733	2,315.04
Indian Territory.....	150,051	17,741	2,835	201	14,041	184,869	13,686.24	13,402	993.76
Iowa.....	318,951	118,001	14,730	1,871	55,288	506,881	36,287.44	44,223	3,316.48
Kansas.....	229,331	70,346	13,311	1,407	46,807	331,202	25,151.60	75,240	4,325.84
Kentucky.....	379,373	81,287	4,460	1,271	36,676	503,067	37,311.28	46,521	3,403.92
Louisiana.....	437,170	56,609	23,139	2,331	33,067	528,072	41,588.40	53,968	4,106.88
Maine.....	326,354	21,605	18,787	1,231	35,480	384,901	30,941.60	34,801	2,535.28
Maryland.....	359,639	52,826	20,811	1,607	32,805	419,572	34,628.72	50,522	3,671.20
Massachusetts.....	978,111	224,250	240,811	33,216	129,211	1,603,599	117,931.04	190,150	12,942.82
Michigan.....	481,635	158,062	81,686	9,076	87,006	737,465	56,586.72	101,491	7,324.08
Minnesota.....	339,354	48,725	5,378	359	35,218	384,848	33,647.04	28,941	4,544.72
Mississippi.....	343,192	98,274	37,800	3,822	51,260	434,044	31,105.08	59,210	2,110.40
Missouri.....	688,974	242,411	54,731	1,441	215,768	1,222,014	80,499.68	48,884	3,621.76
Montana.....	135,845	35,988	15,663	1,325	31,300	236,540	15,736.56	19,487	1,425.88
Nebraska.....	146,841	56,168	10,806	1,477	31,300	236,540	20,419.20	43,616	3,483.96
Nevada.....	96,863	15,073	5,292	1,477	15,640	128,269	9,416.40	13,575	8,824.96
New Hampshire.....	148,813	14,219	15,462	980	15,040	195,504	14,437.12	18,018	9,993.64
New Jersey.....	607,322	93,188	164,266	18,993	55,763	988,632	70,631.12	131,014	9,963.32
New Mexico.....	90,769	21,207	4,810	385	8,142	125,238	9,372.08	25,818	1,963.82
New York.....	3,214,433	901,434	1,085,677	260,835	446,998	5,909,297	436,991.92	812,865	69,746.80
North Carolina.....	819,834	46,953	1,524	223	30,998	899,437	29,483.12	39,077	2,988.72
North Dakota.....	163,911	23,736	10,842	649	18,386	217,974	15,931.04	32,949	2,466.40
Ohio.....	812,817	205,712	91,311	15,567	136,604	1,262,011	90,032.56	122,508	9,717.68

Oklahoma.....	165,014	24,152	1,268	145	20,728	211,307	15,246.32	20,971	1,522.32
Oregon.....	184,098	51,862	15,412	1,424	22,574	274,865	20,183.28	34,488	2,729.86
Pennsylvania.....	1,944,810	230,540	988,627	55,509	237,474	2,921,960	214,758.88	886,128	29,320.80
Porto Rico.....	48,254	14,343	10,976	1,894	8,016	83,483	6,087.86	6,759	2,482.00
Rhode Island.....	154,085	64,227	34,872	3,940	14,835	271,409	20,526.92	43,608	8,207.12
Samoa.....	651	413	315	11	28	61,018	6,792.20	1,189	15.20
Shanghai, China.....	5,597	4,413	387	155	395	10,927	842.56	1,280	98.24
South Carolina.....	186,971	31,262	1,876	162	21,808	241,579	17,581.68	36,080	2,679.28
South Dakota.....	108,474	22,114	5,890	328	16,091	113,397	10,964.48	23,957	1,841.28
Texas.....	308,945	65,324	4,606	930	32,823	413,628	30,464.40	33,786	2,582.24
Tennessee.....	516,783	121,787	22,719	7,923	84,044	738,208	53,582.96	62,521	4,056.84
Utah.....	100,822	27,059	11,304	994	12,137	131,898	11,175.12	21,499	1,708.40
Vermont.....	109,256	18,819	9,851	631	12,578	132,135	11,084.56	10,901	779.60
Virginia.....	491,074	78,997	7,697	1,962	36,110	619,880	46,889.60	66,607	5,208.24
Washington.....	288,082	87,079	94,186	3,666	41,480	436,813	33,184.64	63,216	4,703.68
West Virginia.....	446,484	84,262	13,302	1,536	31,615	531,219	39,988.32	66,286	5,088.40
Wisconsin.....	304,266	94,712	34,949	6,780	53,271	488,978	35,256.96	39,024	3,050.32
Wyoming.....	78,609	16,566	5,957	358	7,843	108,533	8,038.20	16,459	1,133.76
Total.....	21,060,282	5,283,171	3,088,350	568,108	4,215,573	34,165,484	2,395,992.88	3,965,807	288,940.48

a Decrease.

RECAPITULATION.

Total domestic letters.....	21,060,282
Total domestic parcels.....	5,283,171
Total foreign letters.....	3,088,350
Total foreign parcels.....	568,108
Free.....	29,949,911
Grand total.....	4,215,573
Fees received.....	84,165,484
	\$2,895,992.88

REPORT OF THE POSTMASTER-GENERAL.

No. 6.—Statement showing the operations of the registry system at the 60 cities doing the largest registry business during the fiscal year ended June 30, 1906.

City.	Total paid registration.	Increase, per cent.	Official letters and parcels registered free.	Registered letters and parcels received for delivery.	R. P. E.'s received in transit.	R. P. E.'s made up and patched.	Through registered pouches and marks made up and patched.	Through registered pouches and marks made up and patched.	Total number of letters registered by city letter carriers.	Total number of registered articles dispatched direct to foreign countries.	Total number of registered articles received and opened.	Registered packages received in transit.	Registered parcels made up and patched.
1. New York, N. Y.	3,338,007	17.39	264,195	8,394,700	1,235,525	1,273,370	108,511	110,727	2,899	3,312,949	98,843	8,941	19,316
2. Chicago, Ill.	1,890,040	16.83	68,274	2,375,528	1,583,066	1,413,370	119,590	122,177	17,833	29,531	93,765	3,941	14,074
3. Philadelphia, Pa.	1,768,321	16.27	53,622	2,375,528	1,583,066	1,413,370	119,590	122,177	17,833	29,531	93,765	3,941	14,074
4. Boston, Mass.	719,313	15.74	43,810	1,576,576	1,038,489	947,859	75,025	75,373	18,121	193,469	12,223	2,689	12,974
5. Brooklyn, N. Y.	535,499	15.71	43,810	1,576,576	1,038,489	947,859	75,025	75,373	18,121	193,469	12,223	2,689	12,974
6. St. Louis, Mo.	422,622	15.74	180,372	816,210	1,710,226	416,988	55,915	58,269	18,068	81,477	38,268	2,457	11,120
7. San Francisco, Cal.	394,565	17.05	461,330	481,330	290,580	300,688	24,916	24,499	15,422	6,646	142,844	30,914	11,120
8. Pittsburgh, Pa.	261,355	16.60	10,764	318,428	785,585	177,624	99,898	39,870	9,891	18,648	19,285	10,590	13,658
9. Washington, D. C.	231,063	13.48	1,019,130	595,148	451,910	1,092,323	98,898	93,192	1,324	70,851	4,680	8,983	8,899
10. Baltimore, Md.	230,409	14.21	30,305	821,297	294,284	190,427	82,626	87,926	3,665	8	5,616	11,023	6,735
11. Cincinnati, Ohio	203,624	19.82	30,472	291,181	513,451	194,359	41,921	40,061	18,530	17,006	2,681	11,842	4,202
12. Los Angeles, Cal.	187,122	20.15	13,377	347,327	675,167	112,138	19,648	26,450	14,946	17,006	12,046	4,421	7,345
13. Cleveland, Ohio	163,672	14.33	6,911	250,112	222,151	109,612	6,065	5,491	4,644	17,006	2,178	1,624	2,807
14. Newark, N. Y.	163,672	14.33	6,911	250,112	222,151	109,612	6,065	5,491	4,644	17,006	2,178	1,624	2,807
15. Buffalo, N. Y.	160,435	16.93	10,518	279,555	290,886	133,694	21,387	17,992	8,064	23,003	8,898	1,049	2,135
16. Detroit, Mich.	156,557	21.86	9,373	191,627	190,836	123,614	17,987	21,061	7,538	26,911	8,208	1,625	4,848
17. Providence, R. I.	145,635	17.12	7,985	119,844	106,291	117,680	9,083	7,664	2,950	5,129	1,372	1,840	1,345
18. New Orleans, La.	145,635	8.76	8,510	198,898	180,831	126,918	10,531	15,020	8,784	57,394	3,011	9,612	14,356
19. Kansas City, Mo.	131,879	15.98	9,204	200,248	975,851	180,006	40,805	47,513	8,784	57,394	17,535	9,988	2,125
20. Denver, Colo.	128,868	23.82	3,876	160,553	148,851	107,158	14,285	14,109	8,666	56,364	4,213	1,613	2,210
21. Minneapolis, Minn.	112,046	18.08	7,082	149,847	5,300	100,832	9,779	9,214	2,530	16,551	1,644	49	1,215
22. Rochester, N. Y.	101,145	16.52	1,109	140,680	52,923	61,827	2,708	3,070	2,134	16,551	1,644	49	1,215
23. Seattle, Wash.	99,262	19.25	5,000	121,607	161,420	107,881	10,911	10,967	1,023	41,145	2,810	91	2,792
24. Milwaukee, Wis.	94,188	18.25	4,773	138,386	63,197	89,385	8,520	6,007	8,992	48,157	1,837	232	547
25. Portland, Ore.	88,786	33.84	1,389	1	107,475	68,672	9,750	10,575	986	479	1,104	763	988
26. Jersey City, N. J.	81,746	86.25	4,087	85,910	28	48,385	4,115	2,721	675	106	106	81	2,484
27. Des Moines, Iowa	79,796	17.80	3,266	68,872	42,451	62,634	4,115	4,180	362	1,089	1,089	210	854
28. Indianapolis, Ind.	74,308	16.71	8,963	106,760	116,111	67,320	9,529	9,511	2,773	1,856	1,856	483	772
29. New Haven, Conn.	74,308	8.49	2,569	78,341	61,237	61,608	2,566	3,081	1,177	53,804	1,700	2,844	4,477
30. St. Paul, Minn.	72,585	15.84	6,468	104,183	288,665	84,755	10,233	12,562	2,084	65,420	1,700	2,998	1,800
31. Atlanta, Ga.	72,269	26.74	2,845	122,805	260,085	59,580	9,425	10,666	1,107	785	2,998	2,584	4,822
32. Memphis, Tenn.	71,942	80.58	7,776	181,042	75,057	6,425	6,425	6,916	1,523	2,080	8,594	2,468	2,014
33. Louisville, Ky.	68,919	11.55	4,619	118,533	143,109	66,191	12,874	13,373	4,441	1,851	1,851	75	81
34. Hartford, Conn.	60,749	3.98	2,886	68,634	64,279	46,103	4,765	4,726	2,446	1,851	1,851	75	81

35. Oakland, Cal.	60,061	95.61	6,283	76,088	11,672	41,678	1,846	1,988	786	513	1,616	1,344	327
36. Toledo, Ohio	60,014	14.78	2,382	71,985	154,261	56,058	8,599	9,016	4,878	1,616	8,981	1,561	621
37. Columbus, Ohio	59,286	26.47	2,848	82,069	268,186	52,970	7,240	7,240	2,166	8,981	1,561	1,561	1,959
38. Omaha, Nebr.	58,181	82.55	877	83,605	279,728	49,816	12,830	13,490	1,972	2,080	2,483	2,483	2,598
39. Richmond, Va.	56,502	25.26	2,035	114,037	100,118	46,783	9,270	9,066	1,848	1,080	1,665	4,144	2,515
40. Albany, N. Y.	54,989	11.01	2,817	79,463	248,245	40,484	9,537	11,840	1,175	1,080	1,665	1,102	1,102
41. Salt Lake City, Utah	52,473	20.58	2,213	69,557	82,250	46,901	2,553	2,781	1,013	1,076	1,175	1,276	1,358
42. Syracuse, N. Y.	49,652	21.75	2,242	71,779	82,250	37,847	3,778	4,095	4,011	1,076	1,175	1,276	1,358
43. Scranton, Pa.	47,920	13.07	2,470	58,694	47,627	30,543	1,419	1,800	2,588	1,076	1,175	1,276	1,358
44. Worcester, Mass.	47,048	26.54	1,831	64,198	45,627	31,748	1,624	1,800	4,815	612	1,616	288	2,088
45. Spokane, Wash.	46,073	26.54	2,065	64,198	101,718	51,989	7,899	7,764	4,815	1,616	1,616	98	1,544
46. Nashville, Tenn.	44,639	21.28	2,880	84,577	98,108	33,827	5,853	5,080	4,851	2,882	2,882	277	1,105
47. Springfield, Mass.	44,380	12.84	2,579	49,076	118,716	36,268	3,007	3,280	1,180	1,821	1,821	786	4,548
48. Atlantic City, N. J.	41,897	4.24	2,720	38,898	3,089	29,571	3,007	3,280	1,180	1,821	1,821	48	1,179
49. Portland, Me.	41,866	20.61	2,140	58,866	88,405	37,981	2,481	8,223	2,619	624	1,821	523	1,105
50. Allegheny, Pa.	39,592	10.85	3,177	41,764	4,853	31,784	2,481	8,223	2,619	624	1,821	523	1,105
51. Watertown, Conn.	38,217	17.84	571	24,217	4,853	31,784	2,481	8,223	2,619	624	1,821	523	1,105
52. Dallas, Tex.	38,925	13.92	786	76,959	28,800	38,000	2,481	8,223	2,619	624	1,821	523	1,105
53. Birmingham, Ala.	38,846	21.12	1,064	62,672	141,173	37,302	1,888	1,874	672	189	1,888	360	1,189
54. Norfolk, Va.	38,496	19.87	574	45,388	69,888	37,917	3,230	3,410	2,613	2,190	1,237	1,736	2,988
55. Paterson, N. J.	37,405	16.04	873	37,832	1,444	37,415	4,107	4,102	1,017	2,146	2,146	211	1,718
56. Bridgeport, Conn.	36,855	18.87	987	49,531	29,650	26,868	968	1,012	1,382	16	643	978	786
57. Schenectady, N. Y.	36,598	28.35	1,064	21,179	1,223	17,321	960	949	1,267	37	198	2	41
58. Lynn, Mass.	34,553	18.04	2,957	22,289	1,444	28,164	1,560	1,314	1,139	198	198	2	488
59. Honolulu, Hawaii	33,542	14.20	1,495	37,619	17,860	22,655	2,004	2,608	1,147	221	221	2	488
60. Salem, Mass.	33,267	19.65	1,486	27,461	7,607	32,292	2,160	1,869	283	221	221	28	488
Total	12,867,765	16.38	1,980,832	15,561,636	14,765,080	9,188,063	1,115,756	1,135,595	227,147	3,954,156	406,873	140,464	201,663

e Decrease.

No. 7.—*Number and value of registered letters and parcels sent during the fiscal year ended June 30, 1906, for the Post-Office and Treasury Departments.*

Description.	Number of packages.	Value.
Postal funds received at post-office depositories.....		\$4,881,709.94
Postage stamps from the Washington agency.....	293,379	123,634,363.21
Stamped envelopes from the agency at Hartford and the subagency at St. Louis.....	460,437	24,002,893.28
Postal cards from the agency at Rumford Falls, Me., and the subagencies at Cincinnati, St. Louis, Troy, and Washington.....	122,362	4,961,169.67
Surplus money-order funds remitted for deposit.....		478,284,682.79
Total for Post-Office Department.....	876,178	685,764,768.89
Secretary of the Treasury received.....	8,657	99,358,324.26
Secretary of the Treasury sent.....	2,740	442,626.00
Register of the Treasury received.....	2,908	51,141,175.06
Register of the Treasury sent.....	6,380	70,997,450.33
Commissioner of Internal Revenue received.....	5,992	19,066,431.02
Commissioner of Internal Revenue sent.....	107,248	265,640,940.61
Comptroller of Currency received.....	1,930	54,616,842.00
Comptroller of Currency sent.....	332	20,236,453.00
Auditor for Post-Office Department received.....	7,873	7,034.26
Auditor for Post-Office Department sent.....	1,365	44,580.84
Treasurer of the United States received.....	27,220	30,769,191.00
Treasurer of the United States sent.....	18,062	12,291,434.33
Assistant treasurers of the United States received.....	65,143	13,333,251.94
Assistant treasurers of the United States sent.....	23,567	313,672,390.63
Total for the Treasury Department.....	279,417	1,451,618,125.33
Aggregate.....	1,155,595	2,087,382,894.22

Respectfully,

EDWIN C. MADDEN,
Third Assistant Postmaster-General.

HON. GEORGE B. CORTELYOU,
Postmaster-General.

REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 23, 1906.

SIR: I have the honor to submit herewith the annual report of the Fourth Assistant Postmaster-General for the fiscal year ended June 30, 1906:

By an order of the Postmaster-General, rearranging the duties of the four Assistant Postmasters-General, which went into effect December 1, 1905, the Divisions of Supplies, Dead Letters, and Topography were placed under the supervision of the Fourth Assistant Postmaster-General, thus constituting, with the Division of Rural Delivery previously assigned, administrative duties confided to this office as follows: Division of Rural Delivery, Division of Supplies, Division of Dead Letters, Division of Topography.

The number of employees in these four branches of the service as provided for during the past fiscal year, including rural carriers but not their substitutes, numbering more than 30,000, nor the force of agents engaged in investigating rural service (which force was on December 1, 1905, transferred to the Division of Post-Office Inspectors), exceeded 36,000.

The appropriations for these divisions for the fiscal year 1906 (exclusive of the salaries of the executive officers and employees in the Department) aggregated approximately \$26,826,440.

DIVISION OF RURAL DELIVERY.

GROWTH OF THE SERVICE.

In the fiscal year ended June 30, 1906, the tenth year in which rural delivery has been in operation, there has been material decrease in the demand for the service. The climax in the development of the rural delivery of mail was reached in the fiscal year 1904, when the service was installed on 9,447 routes. At that time the average number of petitions filed per month was 700. This average was maintained during the fiscal year 1905, but during the past fiscal year the number of petitions filed was 4,687, a monthly average of 390. Of this number, 3,720 were accepted for investigation.

The growth of the rural service during the ten years of its existence is shown by the following table:

Fiscal year.	Carriers.	Appropriation.	Expenditures.
1897.....	83	\$40,000	\$14,840
1898.....	148	50,250	50,241
1899.....	391	150,032	150,012
1900.....	1,276	450,000	420,433
1901.....	4,301	1,750,796	1,750,321
1902.....	8,466	4,089,075	4,089,041
1903.....	15,119	8,580,364	8,061,599
1904.....	24,566	12,926,906	12,645,275
1905.....	32,055	21,116,600	20,864,885
1906.....	35,666	25,828,300	24,785,256

* Approximate.

With the close of the fiscal year 1906, rural delivery was in operation on 35,766 routes. On 233 of these routes service is performed triweekly. On nearly all of the remainder the service is daily, as it is contrary to the policy of the Department to establish rural delivery with service more frequent than once a day. During the year 3,732 new routes were established and 76 routes were discontinued, the net increase for the year in the number of routes in operation being 3,656. The decrease in the number of routes established is due to the falling off in the demand for the service. The number of petitions pending June 30, 1906, was 3,099. Since that date 449 petitions have been accepted and 752 routes established or ordered established. There are on hand awaiting action 825 petitions favorably reported, making the net number of petitions pending October 1, 1906, 1,968.

COUNTY RURAL SERVICE.

On June 30, 1906, complete rural delivery was in operation in 448 counties, in 165 of which it had been completed during the year. Since that date and up to September 30, orders have been issued for completing the service in 98 additional counties.

The following table shows, by States, the disposition of petitions for rural service in the aggregate up to June 30, 1906, and during the fiscal year ended on that date:

State.	Disposition of petitions up to June 30, 1906.					Routes having three-times-a-week service June 30, 1906.	Disposition of petitions during fiscal year 1905-6.				
	Cases referred.	Routes in operation.	Adverse reports.	Routes discontinued.	Cases pending.		Cases pending June 30, 1905.	Cases referred.	Net number of routes established.	Adverse reports.	Routes discontinued.
Alabama.....	1,653	715	705	4	229	1	291	373	190	242	3
Arizona.....	13	8	2	0	3	0	3	1	0	1	0
Arkansas.....	538	278	182	3	70	5	122	184	85	148	3
California.....	362	254	77	0	21	0	22	32	21	12	0
Colorado.....	164	96	65	0	13	0	7	17	5	6	0
Connecticut.....	282	236	35	1	10	0	4	17	7	3	1
Delaware.....	130	106	18	1	5	0	6	3	1	3	0
District of Columbia.....	9	3	5	0	1	0	1	1	0	2	0
Florida.....	148	59	38	0	51	0	44	52	27	18	0
Georgia.....	2,741	1,381	1,167	5	188	15	298	300	202	209	3
Hawaii.....	1	0	1	0	0	0	0	0	0	0	0
Idaho.....	101	57	30	0	14	0	18	19	19	4	0

State.	Disposition of petitions up to June 30, 1906.					Routes having three-times-a-week service June 30, 1906.	Disposition of petitions during fiscal year 1905-6.				
	Cases referred.	Routes in operation.	Adverse reports.	Routes discontinued.	Cases pending.		Cases pending June 30, 1906.	Cases referred.	Net number of routes established.	Adverse reports.	Routes discontinued.
Illinois	3,416	2,693	618	7	98	1	128	187	157	57	3
Indiana	2,682	2,105	485	6	86	3	112	146	127	40	5
Indian Territory ..	43	17	20	0	6	0	7	17	6	12	0
Iowa	2,982	2,266	640	3	73	4	146	182	157	95	3
Isle of Guam	1	0	0	0	1	0	0	1	0	0	0
Kansas	2,166	1,566	496	13	91	4	114	146	101	56	12
Kentucky	1,234	689	451	4	140	5	174	242	75	197	4
Louisiana	180	58	82	0	40	9	35	91	34	52	0
Maine	553	421	115	0	17	0	33	26	23	19	0
Maryland	525	385	83	2	55	0	29	66	26	13	1
Massachusetts	313	248	46	1	18	0	16	28	16	9	1
Michigan	2,438	1,813	461	2	162	0	129	213	119	59	2
Minnesota	1,996	1,382	450	0	164	16	193	231	166	94	0
Mississippi	892	893	380	1	118	6	207	223	127	183	1
Missouri	2,563	1,825	540	1	187	6	233	316	211	150	1
Montana	55	31	22	1	1	0	4	11	9	4	0
Nebraska	1,368	914	416	0	38	10	50	81	37	56	0
Nevada	3	1	2	0	0	0	0	0	0	0	0
New Hampshire	255	199	51	0	5	0	11	15	13	8	0
New Jersey	303	231	46	0	26	0	25	48	41	6	0
New Mexico	5	3	0	0	2	0	0	2	0	0	0
New York	2,222	1,723	438	3	59	0	86	121	69	76	3
North Carolina	2,327	1,152	1,043	2	130	6	347	262	177	301	1
North Dakota	344	226	106	4	8	86	57	59	60	39	4
Ohio	3,345	2,440	774	9	122	2	184	196	165	86	7
Oklahoma	961	639	225	0	97	0	69	201	107	66	0
Oregon	249	182	54	0	13	0	16	20	14	9	0
Pennsylvania	2,655	1,966	555	24	90	2	151	244	207	95	3
Rhode Island	41	28	10	0	3	0	4	5	4	2	0
South Carolina	1,211	569	549	0	93	4	138	121	91	75	0
South Dakota	552	361	158	1	32	16	66	102	107	29	1
Tennessee	2,563	1,534	914	6	109	3	287	175	158	190	5
Texas	2,502	1,625	888	1	138	20	303	361	205	320	1
Utah	65	42	21	0	2	0	1	3	0	2	0
Vermont	398	284	99	1	14	0	23	38	26	21	0
Virginia	1,689	833	744	5	107	6	234	164	102	134	5
Washington	238	194	69	0	25	0	29	54	34	24	0
West Virginia	356	221	72	0	63	0	63	83	58	25	0
Wisconsin	1,763	1,450	243	9	61	3	82	80	70	29	2
Wyoming	11	5	6	0	0	0	0	0	0	0	0
Total	53,632	35,766	14,647	120	3,099	233	4,602	5,560	3,656	3,331	76

INSPECTION OF EXISTING SERVICE.

Carrying out the purpose expressed in the last annual report of this office, a system of inspection of the rural-delivery service has been instituted with a view to bringing it up to a reasonable standard of efficiency, eliminating unnecessary duplication of service on roads traversed by star-route service and ascertaining the causes of lack of patronage where found and, if possible, applying a remedy. In this inspection the policy outlined in the report of the Postmaster-General for the fiscal year ended June 30, 1905, has been followed, to wit:

In all cases where the patronage of post-offices is believed to be adequately served by rural delivery, recommendations for their discontinuance have been submitted to the First Assistant Postmaster-General; where the patronage of a route is not deemed sufficient to warrant daily delivery triweekly service is substituted, reducing the cost of the service, and where triweekly service is not justified the route is discontinued. In carrying out this policy every effort is made to continue the service to the patrons who have used it. Out of 35,766 routes in operation June 30, 1906, triweekly service was being

rendered on 233, only 45 of which had been reduced from daily delivery because of lack of patronage, the remainder having been inaugurated with triweekly service in sections where the population did not require daily deliveries.

In many instances the reductions of routes from daily to triweekly service has resulted in stimulating increased patronage and consequent restoration of daily service. Since June 30 and up to September 30, 1906, service has been rendered triweekly on 88 routes because of lack of patronage, and 42 routes have been established with such service.

Of the 76 routes discontinued during the fiscal year the patrons of 53 have been satisfactorily provided with rural delivery by the rearrangement of other routes. Five routes discontinued on account of failure to secure a carrier have since been reestablished. During the current fiscal year and up to September 30, 1906, 74 routes have been discontinued, but by readjusting other routes the patrons of 65 of these discontinued routes are enjoying the benefits of rural delivery.

The net results of this inspection are the extension of the service to a greater number of people by a readjustment of existing routes, and an increased interest in the benefits of rural delivery on the part of people already accessible to the service, as well as an added volume to the amount of mail handled. For instance, by a readjustment of service in one county where the average length of routes fell below the general average in the State and the average number of families patronizing the service was much less than the required number, equally as satisfactory service was arranged with 10 less routes, effecting an annual saving of \$7,200 in the cost of rural service in that county.

On July 1, 1905, there were outstanding 1,036 inspection cases. During the past fiscal year 8,876 additional inspections have been requested. Reports have been received in 3,549 cases, leaving 6,363 inspections to be reported on.

CONDITIONS NECESSARY TO ESTABLISHMENT.

The requirements for the establishment of rural delivery have been the same as for the two preceding fiscal years except that since December 1, 1905, it is required, before service is installed, that the postmaster at the distributing office certify that not less than three-fourths of the possible patrons have provided for mail boxes conforming to the regulations. The initial step in securing the inauguration of rural delivery service is the filing of a petition for such service. Formerly it was the practice of the Department to accept petitions for investigation as to the advisability of instituting the service without any preliminary inquiry as to whether the petitioners were residents along the proposed route. Thus petitions were accepted, investigated, and in many instances routes were established where there was no general desire for rural delivery, the petitions having been circulated by persons whose sole object was to secure positions as carriers, or in the case of some fourth-class postmasters to increase their compensation, and signed by anyone willing to sign, regardless of whether he resided where he could patronize the service. In-

quiry is now made through postmasters as to whether petitioners are heads of families or householders actually residing along the proposed route of delivery, and if so, it is presumed they have petitioned in good faith for the service.

After a petition is accepted an inspector visits the locality and if the conditions are favorable lays out the route to be traveled in the delivery of mail. Favorable conditions are: The roads to be traversed to be in good condition, unobstructed by gates; no unbridged creeks or streams not fordable at all seasons of the year, and a possible patronage of 100 or more families on each route of 24 or more miles in length, or a proportionate number of families where it is necessary to lay out routes less than the standard length.

In 1903 the average possible patronage per route throughout the United States was 127 families, while the average actual patronage per route was only 70 families. Although the average possible patronage has materially increased since that time, the actual patronage has not increased in the same ratio. On many routes it is apparent that the petitions did not in fact represent a general desire for the service. To insure a reasonable patronage from its inauguration, and almost preclude the possibility of reducing the frequency of delivery from daily to triweekly or discontinuing service because of lack of patronage, the rule requiring a pledge of patronage from three-fourths of the families on each route was adopted.

RURAL MAIL BOXES.

Persons desiring the benefits of service on a rural delivery route are required to furnish and erect in a suitable place accessible to the carrier, at their own cost, boxes for the reception of mail to be delivered or collected by the carrier.

All rural letter boxes must conform to the specifications fixed by the Department as to size, shape, and workmanship; must be made of galvanized iron or sheet steel, equipped with some kind of a signal for indicating the presence of mail therein, and must be approved by the Department.

Patrons may make their boxes or have them made to order by submitting a plan of such boxes and a sample of the material of which they are to be made or the boxes themselves for approval to the postmaster at a postoffice located at the county seat or to the postmaster at any first or second class post-office located in the county where rural delivery is in operation, and in case rural delivery is not in operation at the county seat and there are no first or second class post-offices in the county, to the postmaster at any post-office in the county where rural delivery is in operation.

About 260 styles of boxes manufactured for sale have been approved, which are sold at prices ranging from 50 cents to \$4 per box.

ROADS.

While the requirement of the Department that all roads over which rural delivery is established and maintained shall be in good condition and kept in repair has resulted in greatly improved roads and the expenditure in the aggregate by local authorities of many

thousands of dollars, still there is in many localities such a lack of interest in keeping the roads in a passable condition during all ordinary seasons that the rural delivery is continued regularly with difficulty, and frequently a temporary suspension of the service has been necessary. When there is no disposition to meet the requirements of the Department in this regard, it is necessary to rearrange the route and withdraw the service from the impassable roads.

Since January 1, 1906, increased efforts have been made by road officials in various States to secure the cooperation of the Post-Office Department in the improvement of public highways on which rural delivery service has been established. The Department is now actively aiding the road officials in the States of Illinois, Wisconsin, Missouri, Minnesota, Iowa, New Jersey, and Maine to attain this object. The method of procedure is for the road officials to send out to each rural carrier a blank containing questions to be answered by him in regard to the condition of the roads; the materials of which they are composed; how often worked and in what manner; the condition of the bridges and culverts, and whether suitable road-building material is available in the neighborhood. Postmasters at rural delivery offices are directed to cooperate with State and local road officials and to instruct the rural carriers attached to their offices to furnish all the information called for. As a result of these efforts complaints in regard to the bad condition of roads in the States named are becoming much less frequent.

The State of Indiana has enacted a law making it the duty of the proper officials to keep in repair and passable condition all the year around the highways in their respective districts along which rural delivery routes have been or may hereafter be established. Neglect to comply with the provisions of this law, after the receipt of five days' notice of the defective condition of such highways, is punishable by a fine of not less than \$1 nor more than \$25 for each day such highways are allowed to remain in an impassable condition after the receipt of such notice. Legislative action along similar lines, it is understood, has also been taken by the State of Pennsylvania.

In States which have not yet organized State highway commissions, the Department is cooperating with the Department of Agriculture in bringing about organized efforts for road improvement.

There continues to be urgent need of more active interest in road building and improvement in the prairie sections of the country, in States where low, flat lands and swamps are found, and in the mountainous regions embraced within the Appalachian chain.

TRANSPORTATION OF MAIL.

In the establishment of rural service, where it is necessary to cover roads traversed by carriers on star routes or mail-messenger routes, and where the post-offices supplied thereby can not be discontinued, it is frequently possible to curtail or discontinue such service and have the mail for the post-offices involved transported by rural carriers without additional expense. The number of post-offices receiving mail supply in this way on September 30, 1906, was 4,894.

RURAL LETTER CARRIERS.

The number of carriers removed for cause during the past fiscal year was 167. Of this number 25 were removed for embezzlement, and 25 for other violations of the postal laws and regulations. The total number of removals for cause shows a decrease of 47 as compared with the preceding fiscal year. One hundred and seventy carriers were separated from the service by death.

The resignations of 4,441 carriers were accepted during the year, about 12 per cent of the carriers in the service June 30, 1906, and an increase of 1,559 over the number accepted during the preceding fiscal year. This is the greatest number of carriers resigning in any one year in the history of the service, being 125 more than in 1904, when 17 per cent of the carriers resigned.

Under the law the maximum compensation which may be paid a rural carrier is \$720 per annum. They are required to furnish and maintain their own conveyances, which must provide proper protection for the mail, be a credit to the service, and be kept in a good state of repair.

In performing their duties rural carriers are exposed to all conditions of weather at all seasons of the year, which in some portions of the country calls for great physical endurance. Of the 35,666 carriers employed June 30, 1906, 13,365 are serving routes 25 to 30 miles in length, and 7,540 routes of 24 miles in length—i. e., not quite three-fifths and considerably more than one-half of the carriers travel from 24 to 30 miles six days each week. To do this requires the maintenance of at least two horses, and on a large number of routes three horses are necessary to render regular service during continued inclement weather.

Of the remaining carriers, 7,536 are performing service on routes from 20 to 24 miles in length, which, as a rule, require two horses. The Department insists, in the interest of regular, satisfactory service, on strict compliance with the schedule of departure and arrival fixed for the carriers' trips—based on an average rate of travel of 4 miles per hour.

The cost of horses and their maintenance varies greatly throughout the country, but a moderate estimate of the original average cost of horses and vehicles is \$275, and the estimated average cost of maintaining an outfit is about \$250 per annum. With the daily wear and tear to which a carrier's equipment is subjected, the life of the horses and vehicle ranges from three to five years. Based on these estimates the average annual cost of the carrier's outfit is not less than \$300 to \$340, if kept in such condition as to be a credit to the postal service, leaving from \$380 to \$420 for his own labor.

In this connection a comparison of the conditions under which carriers in the city-delivery service are employed is only just to the rural carrier. Granting that city carriers are employed for the most part where the expense of living is greater, the most of them are not required to maintain any equipment and those who are mounted are given an allowance about equal, as a rule, to the cost of maintenance. Then, too, the city carriers are not subject to the same exposure to storms and cold as are rural carriers. The compensation of city car-

riers ranges from \$600 the first year to \$850 the second year in cities of less than 75,000 population and from \$600 to \$1,000 the third year in cities with a population of over 75,000. Out of 22,965 city carriers in the service last year only 615 resigned. While this is a marked increase over the number resigning the previous fiscal year, it is only about 2½ per cent of the total number of carriers employed in that service.

Inasmuch as rural carriers are required to furnish and maintain their horses and vehicles, and in view of the rigorous conditions under which they must perform their duties and of the increased cost of living, the present compensation is deemed generally inadequate, and it is recommended that the maximum salary to be allowed rural carriers be raised to \$900 per annum for routes of 25 or more miles.

It is believed that with such a substantial increase in compensation as would be provided by this proposed raise in the maximum salary and the allowance to carriers of some credit for experience on taking the clerk-carrier examination on which is based eligibility for the appointment as clerks in post-offices and carriers in the city-delivery service, the rural carriers would have thereafter no just ground for complaint because of inadequacy of compensation, and the Department would not experience any difficulty in securing carriers in any part of the country.

An increase in salary is proposed rather than an allowance for the maintenance of equipment for the reason that as rural delivery is now in operation in every State and the Territories of Oklahoma, Arizona, New Mexico, and the Indian Territory, the cost of keeping horses varies greatly, and the making of fair and equitable allowances therefor would be most difficult. It would involve securing information as to the cost of horse feed in various localities in different States, the determination of the question whether service on a given route should be performed with two or three horses, and constant appeals for increased allowance based on these varying conditions.

It is also believed that allowances for keep of horses about equal to the actual cost thereof in addition to the present salaries paid would require a greater increase in the appropriation for pay of rural carriers than the proposed increase in the maximum salary, and an appropriation providing for that purpose pro rata allowances less than the actual cost, with the existing unlike and unstable conditions, would involve great difficulty incident to making a fair apportionment and lead to continued complaints from carriers that the allowances in their cases were inadequate.

In addition, the disbursement of such an appropriation in the rural service would involve increased work in the office of the Auditor for the Post-Office Department, in the disbursing post-offices of the various States, and in the Division of Rural Delivery.

CONDITION OF WORK IN THE DIVISION.

In my last annual report reference was made to the difficulty of successful administration of the work in the Division of Rural Delivery because of the clerical force being in two buildings. During the past year this condition has been remedied in part by the assign-

ment of additional rooms in the Department building proper to this division, making it possible to transfer to that building all of the clerks except those employed in the appointment and bonding section.

It was also stated that such a transfer would make possible a reduction in the number of clerks assigned to the Division of Rural Delivery. With the additional room at the disposal of the division a consolidation was made of various lines of work affecting the establishment and operation of rural routes, and much duplication of work theretofore unavoidable eliminated, resulting in the employment of a less number of clerks. In addition to this the compilation of reports of postmasters as to the amount of mail handled on rural routes was discontinued. By these changes the number of clerks in the division is now 18 less than formerly. In addition to these changes the work of this division has been materially simplified as a result of the work of the commission appointed by the Postmaster-General to consider the methods and personnel of the division, effecting a reduction in the number of clerks. With the complete consummation of the changes recommended by the commission, the method of disposing of the work of the Division of Rural Delivery will be further improved.

Unexpended balances aggregating about \$902,000 were turned back to the Treasury at the end of the year.

NEW RATE OF POSTAGE.

Attention is again invited to the recommendation on this subject contained in the reports of this office for the fiscal years 1904 and 1905, that the Congress fix a rate of postage of 3 cents per pound or any fractional part thereof on books and merchandise not exceeding 5 pounds in weight mailed at the distributing post-office of any rural delivery route for delivery to a patron of said route, or mailed by a patron of any rural delivery route for delivery to a patron thereon or at the distributing post-office of said route. Such rate should apply only to packages transported on a rural delivery route to or from a patron of said route.

Such a rate of postage would enable patrons of the rural delivery service to have delivered to them through the mails by rural carriers small packages of household supplies of little value, which is not possible at present because the rate of postage on such matter—1 cent an ounce—practically precludes the use of the mails for such purpose.

As the system by which such packages are to be delivered is already established, such delivery would entail no additional expense, and the establishment of such a rate of postage would enhance the postal revenues.

Rural carriers are now permitted under the law to carry merchandise for hire, for and upon the request of patrons of said routes, under such regulations as the Postmaster-General may prescribe. The adoption of this recommendation should carry with it a repeal of the provision of law mentioned, or its modification so as to apply only to merchandise which is unmailable under existing law.

ESTIMATES FOR THE YEAR 1907-8.

There were in the service June 30, 1906, 35,666 carriers, and it is estimated that the service installed during the current fiscal year will require the employment of 3,500 additional carriers, making a total of 39,166 carriers in the service June 30, 1907. To pay these carriers for the ensuing fiscal year will require \$27,612,285.

So far during the current fiscal year the number of routes established has averaged 250 per month. With an average number of petitions filed of only 390 per month, it is not believed the number of additional carriers to be employed during the fiscal year 1908 will exceed 3,000, or an average of 250 per month. One million seventy thousand four hundred and twelve dollars will be required to pay that number of carriers. To pay the substitutes for 39,166 carriers on fifteen days annual leave with pay will require, it is estimated, \$979,175, and the pay of clerks in charge of rural postal stations will not exceed \$12,000.

Therefore, an estimate for an appropriation of \$29,675,000 to pay rural carriers, substitutes, and clerks in charge of rural stations has been submitted. Should the maximum salary of the carriers be increased from \$720 to \$900 per annum, as recommended, it will necessitate an increase in the above estimate of about \$4,500,000, or 15 per cent.

(For recommendations see pages 338 and 339.)

DIVISION OF SUPPLIES.

This division is charged with the administration of the appropriations (aggregating last year \$1,088,000) for all supplies purchased and furnished directly to the postal service.

The work of the division has largely increased by reason of the reorganization of the Department December 1, 1905, a number of sections attached to other divisions and bureaus having been consolidated with the Division of Supplies.

The introduction of improved methods has resulted in economy in several instances, one being a saving of approximately \$18,000 during the year by reason of careful scrutiny of requisitions from postmasters for official envelopes, by which cheaper envelopes were furnished in lieu of the ones ordered by postmasters. This was done without entailing any inconvenience or detriment to the service. The repairing of scales, postmarking stamps, dies, and molds, previously given out by contract, is now done in this division, with less delay, greater convenience, and a considerable decrease in cost.

Since the reorganization of the Department a commission appointed by you has made a thorough investigation of the business methods employed in the Division of Supplies, which will result in materially simplifying the work.

Further progress in the betterment of the service is much retarded by the lack of adequate quarters in a single building for the storage and handling of supplies. The necessity for the erection of a fire-proof building to accommodate all the materials required to be kept in stock is urgent. Should authorization be given by Congress for the construction of such a building it is respectfully urged that consideration be given to the rapid growth of the service, and that a

building with not less than 50,000 square feet of floor space should be provided.

Unexpended balances aggregating about \$302,000 were turned back to the Treasury at the end of the year.

DIVISION OF DEAD LETTERS.

Important changes designed to simplify and accelerate the work of the Division of Dead Letters have been put into effect. These chiefly related to methods of administration, and were adopted in accordance with the recommendations of a commission appointed to examine into the workings of the office. Some defects which have been repeatedly referred to in previous reports, such as the insufficiency of room space and inadequacy of clerical force, remain unremedied, or have been relieved only in part. By transfer of clerks from other divisions the pressure for clerical assistance has been to some extent relieved, but the insufficiency of room space remains. As a general result of the changes made there has been a consolidation of minor subdivisions, duplicate records have been dispensed with, and the work of the division has been brought up to date as far as practicable. An accumulation of half a million pieces of unopened mail, which existed on January 1, 1906, was disposed of before the end of March, during which month over 900,000 pieces of mail were opened, and in the following month the number of letters returned to the sender through the division was increased to 30 per cent. It is estimated that 40 per cent of the letters reaching the Division of Dead Letters are returnable to the writers, and there is every prospect of this division being able eventually to return all such letters.

Other changes looking to improvement in existing methods are in contemplation. These include authorization to postmasters to destroy unmailable medicines, perishable inclosures, and articles of small importance now sent to this division, and the proposition to authorize the Railway Mail Service to dispose at division headquarters of articles found loose in the mails instead of transmitting them to the Division of Dead Letters.

About a year ago the Postmaster-General appointed a committee to consider and make recommendations for an improved method of disposing of undeliverable articles, with a view to the elimination from the annual sales of the objectionable chance or lottery feature. The committee found that in order to accomplish the desired result section 3938 of the Revised Statutes should be amended in accordance with the terms of a bill presented at the last session of Congress (H. R. 18533 or S. 6421). It is urgently recommended that the necessary legislation be enacted.

Statistical statements carefully tabulated, showing in detail the number of unclaimed and misdirected letters and packages received, their origin, whether domestic or foreign, and their final disposition, have been prepared. They show that 11,663,377 letters, postal cards, and parcels were sent to the Division of Dead Letters during the year, which was an increase of 690,016 pieces over the preceding year. The total value of inclosures of money, drafts, checks, and money orders contained in the letters thus opened was \$1,957,155.20,

an increase of \$294,866.68 over the preceding year. This is about a normal growth, bearing in mind the general increase of business and the continued efforts of the Post-Office Department to intercept and return to senders remittances obtained by fraudulent pretexts in violation of the Postal Laws and Regulations.

Unclaimed packages sold at auction and money taken from unclaimed letters or found loose in the mails yielded a total revenue of \$24,083.43 during the year, which was turned over month by month to the Division of Finance of the Third Assistant Postmaster-General's office and receipts taken therefor. Loose stamps to the value of \$1,221.21 were taken from mail boxes and disposed of in like manner.

DIVISION OF TOPOGRAPHY.

All the post-route maps required in every branch of the postal service are prepared in this division and are corrected from time to time to embody results of recent surveys and to incorporate changes of post routes. This division also now prepares the county maps and the local maps required in the rural delivery service, a considerable portion of which work was previously performed at division headquarters. The clerical force assigned to the topographer, which was inadequate before, has been rendered still more so by this increase of duties.

RECOMMENDATIONS.

First. That legislation be enacted requiring the following conditions precedent to the establishment of rural delivery service: (a) That there shall be a possible patronage of 100 families on each standard route of 24 miles or a proportionate number of families on shorter routes; (b) that roads must be in good condition, unobstructed by gates, with all streams bridged or fordable at all ordinary seasons of the year; (c) that in completing service in a county the average patronage per route may be not less than 90 families; and (d) that service on rural routes be limited to not exceeding one delivery and one collection daily, to be made at the same time.

Second. That the maximum salary of rural carriers be increased so that they may be paid not exceeding \$900 per annum.

Third. That rural carriers be given credit for experience on taking the civil-service examination for appointment as clerks in post-offices or carriers in the city delivery service.

Fourth. That Congress fix a rate of 3 cents per pound or any fractional part thereof on books and merchandise not exceeding 5 pounds in weight mailed at the distributing post-office of any rural delivery route for delivery to a patron of said route, or mailed by a patron of any rural delivery route for delivery to a patron thereon or at the distributing post-office of said route. Such rate should apply only to packages transported on a rural delivery route to or from a patron of said route. The adoption of this recommendation should carry with it a repeal of the provision of law which permits rural carriers to carry merchandise for hire, or its modification so as to apply only to merchandise which is unmailable under existing law.

Fifth. That a fireproof building be provided for the division of supplies.

Sixth. That the existing statute (Rev. Stats., 3938) governing the disposal of inclosures of value found in letters and parcels which can not be restored to owners be amended so that from the annual sales of such matter the objectionable chance or lottery feature may be eliminated, which is impracticable under present conditions. The bill of last session (H. R. 18533, or S. 6421) will, if enacted into law, accomplish the desired purpose.

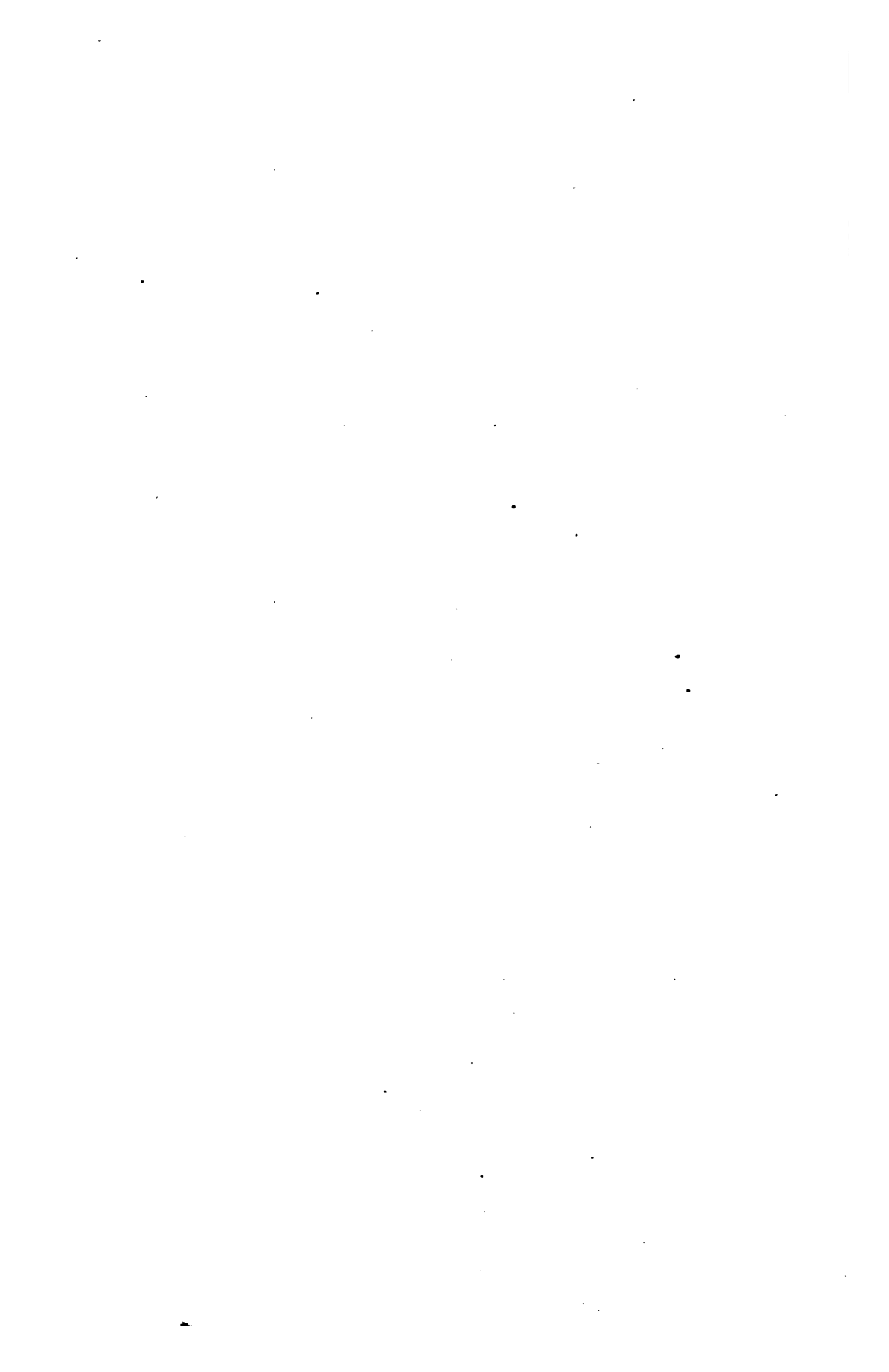
Respectfully,

P. V. DE GRAW,

Fourth Assistant Postmaster-General.

The POSTMASTER-GENERAL.

REPORT
OF THE
AUDITOR FOR THE POST-OFFICE
DEPARTMENT
TO THE
POSTMASTER-GENERAL
FOR
THE YEAR ENDED JUNE 30, 1906.



REPORT

OF THE

AUDITOR FOR THE POST-OFFICE DEPARTMENT.

TREASURY DEPARTMENT, OFFICE OF THE AUDITOR
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 13, 1906.

SIR: In compliance with law I have the honor to submit herewith the annual report of the receipts and expenditures of the Post-Office Department, as shown by the accounts of this Bureau, for the fiscal year ended June 30, 1906. The net deficit is \$10,542,941.76.

FINANCIAL STATEMENT.

All expenditures on account of service of last and prior fiscal years are stated to September 30, 1906, the audit and payment of the accounts for the fiscal year not being completed until that date.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1906.

Postal revenue of the year ended June 30, 1906.....	\$167,932,782.95
Expenditures	178,270,103.02
Excess of expenditures over revenue	10,337,320.07
Amounts placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues:	
Under section 2 of the act approved March 3, 1905 (Stat. L., vol. 33, 1091)	\$9,000,000.00
Under public resolution No. 29, approved June 13, 1906.....	64,804.18
	9,064,804.18
Excess of deficiency over grants.....	1,272,515.89
Amount of balances due from late postmasters on postal accounts closed by "bad debts"	\$8,274.58
Amount of balances due from late postmasters on postal accounts closed by "compromise debts"	570.42
Amount credited to postmasters and late postmasters for loss of postal funds by burglary, fire, etc.....	17,116.02
Total	25,961.02
Amount of balances due to late postmasters on postal accounts closed to "suspense"	15.20
Net loss.....	25,945.82
Amount to be placed with the Treasurer of the United States.	1,298,461.71

Service of the fiscal year 1905.

Amount to be placed with the Treasurer of the United States to the credit of the Department by grants from the general Treasury as shown by the report for the fiscal year 1905.....	\$2, 377, 177. 68
Expenditures	168, 033. 43
	<hr/>
	2, 545, 211. 11
Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under section 6 of the act approved April 28, 1904 (33 Stat. L., 441)	2, 000, 000. 00
	<hr/>
Amount to be placed with the Treasurer of the United States.	545, 211. 11

Service of the fiscal year 1904.

Balance October 1, 1905	\$103, 031. 89
Expenditures	4, 958. 42
	<hr/>
Balance on account of the fiscal year 1904	98, 073. 47

Service of the fiscal year 1903.

Balance October 1, 1905, being available for payments under appropriations contained in the deficiency acts approved February 18, 1904, April 27, 1904, and March 3, 1905	\$33, 652. 38
Expenditures .....	. 00
	<hr/>
Balance on account of the fiscal year 1903	33, 652. 38

Service of the fiscal year 1902.

Balance October 1, 1905, being available for payments under appropriations contained in the deficiency acts approved February 18 and April 27, 1904.....	\$15, 656. 52
Expenditures .....	. 00
	<hr/>
Balance on account of the fiscal year 1902	15, 656. 52

Claims, 1903 and prior years.

Amount placed with the Treasurer of the United States to the credit of the Department, being grants from the general Treasury in aid of the postal revenues under the deficiency act approved June 30, 1906.....	\$6, 754. 04
Expenditures	6, 684. 02
	<hr/>
Balance available September 30, 1906	70. 02

Claims, 1901 and prior years.

Balance available October 1, 1905	\$4. 55
Expenditures .....	. 00
	<hr/>
Balance available September 30, 1906	4. 55

Claims, 1897 and prior years.

Balance available October 1, 1905	\$1, 811. 22
Amount certified to the Postmaster-General, certificate No. 91303, dated September 25, 1906, and paid to the general Treasury by warrant No. 437, Washington, dated September 26, 1906	1, 811. 22

General revenue account.

Postal revenues of the fiscal year ended June 30, 1906.....	\$167, 932, 782. 95
Expenditures for service of—	
1906.....	\$178, 270, 103. 02
1905.....	168, 033. 43
1904.....	4, 958. 42
1903 and prior years.....	6, 684. 02
Total expenditures.....	178, 449, 778. 89
Excess of expenditures over revenue.....	10, 516, 995. 94
Amount of loss by burglary, fire, bad debts, etc.....	25, 945. 82
Deficit for fiscal year ended June 30, 1906.....	10, 542, 941. 76
Grants from the general Treasury:	
Under postal act of March 3, 1905.....	\$9, 000, 000. 00
Under public resolution No. 29, approved June 13, 1906.....	64, 804. 18
Under postal act of April 28, 1904.....	2, 000, 000. 00
Under deficiency act approved June 30, 1906...	6, 754. 04
Total grants.....	11, 071, 558. 22
Repayments to the general Treasury on account of 1897 and prior years.....	1, 811. 22
Net amount received from the general Treasury.....	11, 069, 747. 00
Excess of amount received from general Treasury over deficit..	526, 805. 24
Balance standing to the credit of the general revenue account September 30, 1905.....	1, 210, 942. 91
Balance standing to the credit of the general revenue account September 30, 1906.....	1, 737, 748. 15

The following tables show in detail the transactions for the fiscal year ended June 30, 1906:

No. 1.—*Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1906.*

Accounts.	Quarters ended—				Aggregate.
	Sept. 30, 1905.	Dec. 31, 1905.	Mar. 31, 1906.	June 30, 1906.	
Letter postage.....	\$50, 411. 11	\$7, 087. 59	\$30, 006. 47	\$17, 841. 13	\$105, 346. 30
Box rents and branch offices...	797, 120. 65	808, 090. 04	820, 690. 76	830, 160. 52	3, 256, 061. 97
Fines and penalties.....	4, 845. 28	18, 609. 44	14, 420. 41	16, 988. 48	54, 863. 59
Postage stamps, stamped envelopes, postal cards, etc.....	33, 901, 841. 11	40, 234, 177. 38	40, 581, 798. 07	37, 419, 588. 45	152, 137, 405. 01
Second-class postage.....	1, 510, 001. 48	1, 684, 460. 55	1, 708, 564. 99	1, 700, 361. 38	6, 603, 388. 40
Third and fourth class postage.	319, 320. 16	450, 468. 60	653, 554. 23	469, 448. 42	1, 892, 791. 41
Dead letters.....	4, 383. 42	10, 884. 58	3, 984. 47	4, 888. 05	24, 090. 52
Revenue from money-order business.....	653, 022. 47	817, 468. 97	769, 334. 00	778, 997. 18	3, 018, 822. 62
Miscellaneous.....	17, 421. 46	27, 777. 09	40, 797. 28	15, 500. 45	101, 496. 28
Unpaid money orders more than one year old.....		738, 516. 85			738, 516. 85
Total.....	37, 258, 367. 12	44, 797, 541. 09	44, 623, 100. 68	41, 253, 774. 06	167, 932, 782. 95

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1906.

Appropriations.	Quarters ended—				Expended on account of 1906.	Expended on account of previous years.	Aggregate expenditures.
	Sept. 30, 1905.	Dec. 31, 1905.	Mar. 31, 1906.	June 30, 1906.			
<i>Office of the Postmaster-General.</i>							
Advertising, Postmaster-General.....	\$983.05	\$802.65	\$1,427.33	\$652.64	\$3,315.67	\$208.96	\$3,524.63
Miscellaneous items, Postmaster-General.....	131.02	199.55	853.34	750.71	1,984.62	721.75	2,656.37
Delegates to Universal Postal Congress.....			4,500.00		4,500.00		4,500.00
Post-office inspectors.....			157,435.82		621,448.38		621,490.28
Payment of rewards.....	148,834.65	149,317.32	1,610.00		2,260.00	41.90	12,860.00
Emergencies in California.....					12,823.85		12,823.85
Printing and binding opinions of Assistant Attorney-General.....						1,984.09	1,984.09
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation to postmasters.....	5,725,009.19	5,908,988.08	6,087,464.89	5,878,142.98	23,544,585.09	4,408.24	23,548,988.33
Assistant postmasters and clerks in post-offices.....	6,149,887.35	6,193,359.61	6,139,009.46	6,212,976.82	24,695,233.24	5,412.10	24,700,645.34
Rent, light, and fuel.....	649,682.03	681,311.67	708,955.85	674,180.51	2,714,130.06	8,775.00	2,722,905.06
Miscellaneous items, first and second class offices.....	59,925.06	58,660.27	48,710.16	42,286.95	209,581.44	5,216.71	214,798.15
Advertising, first and second class offices.....		72.58			72.58	14.00	86.58
Canceled machines.....	52,422.45	54,359.58	53,878.35	59,943.62	220,604.00	197.39	220,801.39
Assistant superintendents, salary and allowance division.....	6,227.49	6,723.56	5,749.05	5,764.60	22,514.70		22,514.70
Stationery.....	17,928.97	18,862.24	14,873.09	13,275.78	64,930.08	1.50	64,931.58
Wrapping twine.....	42,969.47	35,145.92	38,831.40	60,016.25	174,983.04		174,983.04
Wrapping paper.....	7,534.00	12,375.83	16,363.37	12,168.50	48,441.70		48,441.70
Letter balances and scales.....	1,680.20	3,459.75	1,474.67	3,805.52	9,920.14	1,657.50	11,577.64
Postmarking and rating stamps.....	5,045.48	8,385.94	6,927.06	11,100.14	31,438.66	412.50	31,851.12
Rubber stamps and type.....	1,090.68	752.00	675.79	2,626.24	4,648.86	150.87	4,799.73
Packing boxes, etc.....	176.63	509.12	266.40	626.24	1,578.39	140.00	1,718.39
Printing facing slips, etc.....	7,024.80	3,395.09	2,858.88	4,000.16	17,278.93	188.48	17,437.41
Blanks, etc., for money-order service.....	28,823.57	33,757.41	38,866.84	48,348.74	149,296.56	590.21	149,886.77
Rubber and metal stamps, etc., for money-order service.....	2,898.01	3,041.17	1,130.82	1,481.43	3,931.98	28.27	3,960.25
Copying presses, etc., for money-order service.....		8,041.37	2,849.95	5,228.62	13,965.75	224.42	14,190.17
Exchange and miscellaneous expenses, for money-order service.....			625.43	812.61	3,608.90	73.83	3,682.73
Payment of money orders more than one year old.....		59,718.10	43,936.92	52,634.30	191,872.86		191,872.86
Miscellaneous items, First Assistant Postmaster-General.....	85,583.54	214.17	125.16		92.79	77.50	980.29
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation—star.....	1,846,831.99	1,837,259.92	1,812,280.28	1,796,288.45	7,292,680.64	14,556.71	7,307,237.35
Inland mail transportation—boat.....	207,928.49	172,763.10	173,686.11	177,081.19	731,988.99	5,972.01	737,970.90
Mail messenger service.....	317,817.04	327,217.84	320,877.24	325,730.68	1,285,148.05	1,228.71	1,286,376.76
Pneumatic tube service.....	98,830.48	87,826.87	95,799.88	110,080.69	392,506.92		392,506.92
Wagon service.....	283,673.76	292,246.86	291,440.78	286,838.04	1,162,049.44	654.13	1,162,703.57
Mail bags.....	88,073.66	115,969.04	97,098.46	47,568.10	349,019.26	132.50	349,151.76
Mail lock and keys.....	8,577.22	6,577.79	10,837.36	11,903.07	38,125.44		38,125.44

bMail-ag repair shop.....	\$2,170.11	\$1,609.44	\$2,643.52	\$2,915.63	\$9,388.70	\$152.00	\$9,490.70
Inland mail transportation—railroad.....	10,223,724.91	10,210,098.82	10,315,273.07	10,392,108.33	41,141,210.13	7,829.88	41,148,740.01
Railway post-office car service.....	1,406,555.05	1,413,434.73	1,423,908.25	1,434,990.78	5,694,990.78	2,058.41	5,696,942.17
Railway mail service.....	3,446,099.88	3,510,393.04	3,580,092.22	3,641,894.85	14,177,993.99	4,117.58	14,182,067.57
Inland mail transportation—electric and cable cars.....	137,608.45	138,471.91	139,472.87	140,665.82	556,219.05	808.88	557,027.93
Special facilities on trunk lines.....	32,625.91	33,912.14	29,858.43	21,559.94	117,866.42	.....	117,866.42
Transportation of foreign mails.....	705,856.72	705,090.92	725,800.88	709,508.48	2,895,756.00	13,785.46	2,909,541.46
Balances due foreign countries.....	2.00	25,430.64	108,833.67	7,176.90	141,443.21	1,905.79	143,349.00
Miscellaneous items, Second Assistant Postmaster-General.....	56.55	4.00	10.00	.....	70.55	.....	70.55
Office of the Third Assistant Postmaster-General.							
Manufacture of postage stamps.....	91,426.73	105,956.72	108,413.56	105,027.58	410,824.59	.....	410,824.59
Distribution of postage stamps.....	2,488.90	2,488.90	2,488.90	2,488.70	9,955.40	.....	9,955.40
Manufacture of stamped envelopes.....	286,253.93	252,006.09	259,365.13	242,173.03	989,804.18	.....	989,804.18
Distribution of stamped envelopes.....	4,728.56	4,849.74	4,718.72	4,799.55	19,096.57	.....	19,096.57
Manufacture of postal cards.....	35,184.00	78,114.35	11,297.50	39,422.50	164,008.35	.....	164,008.35
Distribution of postal cards.....	1,823.50	1,822.64	1,335.07	1,403.07	5,384.28	.....	5,384.28
Registered package, official, and dead letter envelopes.....	43,122.93	50,599.75	56,874.28	39,683.37	190,230.33	.....	190,230.33
Ship, steamboat, and way letters.....	37.50	40.56	31.22	23.20	132.48	.....	132.48
Indemnities for losses by registered mail.....	20.35	195.05	341.69	843.59	900.68	.....	900.68
Miscellaneous items, registry system.....	46.50	521.95	117.52	25	686.22	.....	4,068.73
Miscellaneous items, Third Assistant Postmaster-General.....	.....	32.45	.....	121.10	153.55	.....	10,486.44
Special counsel—suits, second-class mailing privilege.....	750.00	750.00	750.00	750.00	3,000.00	.....	153.55
Office of the Fourth Assistant Postmaster-General.							
Miscellaneous items, Fourth Assistant Postmaster-General.....	.....	8.55	.....	.....	8.55	.....	8.55
City free-delivery service.....	5,626,115.84	5,451,761.05	5,447,673.76	5,531,626.05	22,057,176.70	38,034.32	22,095,211.02
Special delivery service.....	233,961.59	243,994.86	220,558.57	229,901.65	928,416.67	16.80	928,433.47
Rural free-delivery service.....	5,885,309.93	6,143,617.50	6,283,796.56	6,416,256.80	24,783,980.79	34,632.79	24,773,613.58
Total.....	43,925,768.76	44,487,836.41	44,858,215.63	44,998,282.22	178,270,103.02	179,675.87	178,449,778.89

NOTE.—In addition to the above expenditures the following credits were certified to the Secretary of the Treasury in favor of the Central Pacific Railway Company, aided:

Inland mail transportation—railroad, 1906.....	\$628,990.75
Railway post-office car service, 1906.....	112,180.91
Total.....	741,171.66

No. 3.—Statement showing the condition of the account with each appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1906.

Appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising, Postmaster-General	\$5,000.00	\$3,315.67	\$1,684.33
Miscellaneous items, Postmaster-General	2,000.00	1,934.62	65.38
Delegates to Universal Postal Congress	5,000.00	4,500.00	500.00
Post-office inspectors	673,150.00	621,448.38	51,701.62
Payment of rewards	15,000.00	2,260.00	12,740.00
Emergencies in California	70,000.00	12,823.85	57,176.15
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation to postmasters	23,750,000.00	23,544,585.09	205,414.91
Assistant postmasters and clerks in post-offices	25,033,800.00	24,695,233.24	338,566.76
Rent, light, and fuel	2,800,000.00	2,714,130.06	85,869.94
Miscellaneous items, first and second-class offices	225,000.00	209,581.44	15,418.56
Advertising, first and second-class offices	25,000.00	72.58	24,927.42
Cancelling machines	225,000.00	220,604.00	4,396.00
Assistant superintendents, salary and allowance division	24,220.00	22,514.70	1,705.30
Stationery	65,000.00	64,980.08	69.92
Wrapping twine	175,000.00	174,983.04	16.96
Wrapping paper	55,000.00	48,441.70	6,558.30
Letter balances and scales	12,500.00	9,920.14	2,579.86
Postmarking and rating stamps	35,000.00	31,438.62	3,561.38
Rubber stamps and type	6,000.00	4,648.86	1,351.14
Packing boxes, etc	2,000.00	1,578.39	421.61
Printing facing slips, etc	20,000.00	17,278.93	2,721.07
Blanks, etc., for money-order service	50,000.00	149,296.56	703.44
Rubber and metal stamps, etc., for money-order service	6,000.00	3,981.98	2,018.02
Copying presses, etc., for money-order service	14,000.00	13,955.75	44.25
Exchange and miscellaneous expenses, for money-order service	10,000.00	3,608.90	6,391.10
Payment of money orders more than one year old	191,872.86	191,872.86	-----
Miscellaneous items, First Assistant Postmaster-General	1,000.00	932.79	97.21
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation—star	7,300,000.00	7,292,660.64	7,339.36
Inland mail transportation—boat	758,000.00	731,398.89	26,601.11
Mail-messenger service	1,300,000.00	1,285,143.05	14,856.95
Pneumatic-tube service	500,000.00	392,506.92	107,493.08
Wagon service	1,176,000.00	1,168,049.44	7,950.56
Mail bags	350,000.00	349,019.26	980.74
Mail locks and keys	45,000.00	38,125.44	6,874.56
Mail-bag repair shop	12,200.00	9,338.70	2,861.30
Inland mail transportation—railroad	41,189,000.00	41,141,210.13	47,789.87
Railway post-office car service	5,875,000.00	5,684,783.76	190,216.24
Railway mail service	14,490,500.00	14,177,969.99	312,530.01
Inland mail transportation—electric and cable cars	772,600.00	556,219.05	216,380.95
Special facilities on trunk lines	167,728.75	117,856.42	49,872.33
Transportation of foreign mails	2,943,500.00	2,895,756.00	47,744.00
Balances due foreign countries	153,000.00	141,443.21	11,556.79
Miscellaneous items, Second Assistant Postmaster-General	1,000.00	70.55	929.45
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps	420,000.00	410,824.59	9,175.41
Distribution of postage stamps	11,280.00	9,955.40	1,324.60
Manufacture of stamped envelopes	1,005,000.00	989,804.18	15,195.82
Distribution of stamped envelopes	20,500.00	19,096.57	1,403.43
Manufacture of postal cards	196,000.00	164,008.35	31,991.65
Distribution of postal cards	7,640.00	5,384.28	2,255.72
Registered package, official, and dead-letter envelopes	206,000.00	190,280.33	15,769.67
Ship, steamboat, and way letters	500.00	132.48	367.52
Indemnities for losses by registered mail	6,000.00	900.68	5,099.32
Miscellaneous items, registry system	15,000.00	686.22	14,313.78
Miscellaneous items, Third Assistant Postmaster-General	1,000.00	153.55	846.45
Special counsel—suits, second-class mailing privilege	8,262.68	3,000.00	5,262.68
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Miscellaneous items, Fourth Assistant Postmaster-General	1,000.00	8.55	991.45
City free-delivery service	22,780,875.00	22,067,176.70	723,698.30
Special delivery service	930,000.00	928,416.67	1,583.33
Rural free-delivery service	25,828,300.00	24,788,980.79	1,089,319.21
Total	182,067,429.29	178,270,103.02	3,797,326.27

No. 4.—Statement showing the condition of the accounts under subheads and items of the appropriations for the service of the Post-Office Department for the fiscal year ended June 30, 1906.

Appropriations.	Amount appropriated, including special acts and deficiencies.	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Post-office inspectors:			
Salaries	\$368,150.00	\$347,447.24	\$20,702.76
Per diem	205,000.00	177,380.00	27,620.00
Clerks, laborers, and expenses	100,000.00	96,621.14	3,378.86
Information ^a	2,000.00	199.12	1,800.88
<i>Office of the First Assistant Postmaster-General.</i>			
Assistant postmasters and clerks in post-offices:			
Assistant postmasters	2,123,800.00	1,978,219.48	145,580.52
Clerks, first and second class offices	21,060,000.00	21,084,563.81	25,446.19
Vacation service, first and second class offices	100,000.00	85,686.42	14,313.58
Temporary service, first and second class offices	150,000.00	149,996.88	3.12
Separating mails, third and fourth class offices	800,000.00	743,579.73	56,420.27
Unusual business, third and fourth class offices	50,000.00	48,067.95	1,932.05
Clerks, third class offices	750,000.00	655,128.97	94,871.08
Assistant superintendents, salary and allowance division:			
Compensation	14,000.00	13,877.78	122.22
Per diem	10,220.00	8,636.92	1,583.08
Miscellaneous items, First Assistant Postmaster-General:			
Books	300.00	85.65	214.35
<i>Office of the Second Assistant Postmaster-General.</i>			
Mail-bag repair shop:			
Moving and installing	3,200.00	931.35	2,268.65
Inland mail transportation—railroad:			
Freight	120,000.00	87,692.28	32,307.72
Railway Mail Service:			
Salaries, officers and clerks	14,178,000.00	13,916,675.08	261,324.92
Temporary service	50,000.00	47,753.63	2,246.37
Vacation service	50,000.00	39,304.14	10,695.86
Injured service	100,000.00	72,610.97	27,389.03
Traveling expenses	21,000.00	19,400.85	1,599.15
Office expenses	58,500.00	55,147.63	3,352.37
Per diem and expenses assistant superintendents	33,000.00	27,077.69	5,922.31
Expenses ^a	5,000.00	1,645.69	3,354.31
Inland mail transportation—electric and cable cars:			
Underground service in Chicago	172,600.00	-----	172,600.00
Special facilities on trunk lines:			
Washington to Atlanta and New Orleans	142,728.75	95,116.68	47,612.07
Kansas City to Newton	25,000.00	22,739.74	2,260.26
Transportation of foreign mails:			
Carrying mail to Tahiti	45,000.00	42,180.00	2,820.00
Sea post office service	85,000.00	69,088.23	15,911.77
Transfer service	40,000.00	39,000.00	1,000.00
Assistant superintendent	2,500.00	-----	2,500.00
<i>Office of the Fourth Assistant Postmaster-General.</i>			
City free-delivery service:			
Letter carriers	21,296,575.00	20,920,509.86	376,065.14
Letter carriers, new offices	110,000.00	27,901.97	82,098.03
Horse hire	725,000.00	682,255.96	42,744.04
Car fare and bicycles	325,000.00	302,280.62	22,719.38
Mechanics	19,800.00	16,999.75	2,800.25
Marine postal service	4,500.00	4,450.00	50.00
Incidental expenses	300,000.00	102,778.54	197,221.46
Special delivery service:			
Car fare for messengers	10,000.00	8,417.31	1,582.69
Fees to messengers	920,000.00	919,999.36	.64
Rural free delivery service:			
Salaries, superintendents and rural agents	227,100.00	211,045.86	16,054.14
Per diem of rural agents	193,200.00	164,067.85	29,142.15
Expenses, superintendents and rural agents	40,000.00	28,804.94	11,195.06
Clerks at division headquarters	48,000.00	44,707.11	3,292.89
Carriers and clerks at substations	25,120,000.00	24,208,423.07	911,576.93
Clerks at substations ^a	12,500.00	10,049.37	2,450.63
Incidental expenses	200,000.00	81,941.96	118,058.04

^a Included in preceding item.

No. 5.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1906.

Fiscal year.	Receipts.			Expenditures. ^a
	Revenue.	Treasury grants.	Total.	
1837	\$4,945,668.21		\$4,945,668.21	\$3,288,319.03
1838	4,238,733.46		4,238,733.46	4,430,662.21
1839	4,484,656.70		4,484,656.70	4,636,536.31
1840	4,543,521.92		4,543,521.92	4,718,235.64
1841	4,407,726.27	\$482,657.00	4,890,383.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,296,225.43		4,296,225.43	4,374,753.71
1844	4,237,287.83		4,237,287.83	4,296,512.70
1845	4,289,841.80		4,289,841.80	4,320,731.99
1846	3,487,199.35	750,000.00	4,237,199.35	4,076,036.91
1847	3,890,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,984.86		5,499,984.86	5,212,953.43
1851	6,410,604.33		6,410,604.33	6,278,401.68
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,255,000.00	7,495,724.70	7,982,756.59
1854	6,255,586.22	2,736,748.96	8,992,335.18	8,577,424.12
1855	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
1857	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859	7,968,484.07	3,915,946.49	11,884,430.56	11,458,083.63
1860	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861	8,349,296.40	4,639,806.53	12,989,102.93	13,606,759.11
1862	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863	11,163,789.59	1,007,848.72	12,171,638.31	11,314,207.84
1864	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	13,694,728.28
1866	14,436,986.21		14,436,986.21	15,352,079.30
1867	15,297,026.87	3,991,666.67	19,288,693.54	19,235,483.46
1868	16,292,600.80	5,696,525.00	21,989,125.80	22,730,592.65
1869	18,344,510.72	5,707,115.20	24,051,626.02	23,698,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,087,045.42	4,126,200.00	24,213,245.42	24,390,104.08
1872	21,915,426.37	4,993,750.00	26,909,176.37	26,658,192.31
1873	22,996,741.57	5,990,475.00	28,987,216.57	29,084,945.67
1874	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1875	26,791,360.59	6,704,646.96	33,496,007.55	33,611,309.45
1876	28,644,197.50	5,088,583.03	33,732,780.53	33,263,487.58
1877	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878	29,277,516.95	5,307,652.82	34,585,169.77	34,165,084.49
1879	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,597,717.20	36,913,196.54	36,542,803.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,566.22
1882	41,876,410.15	6,595.12	41,883,005.27	40,482,021.23
1883	45,508,692.61	21,416.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.39
1888	52,695,176.79	3,386,441.70	56,081,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,931,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,930,475.98	6,260,282.64	77,190,758.62	76,980,846.16
1893	75,896,993.16	6,727,828.43	82,624,761.59	81,581,681.33
1894	75,080,479.04	10,200,895.13	85,281,374.17	84,994,111.62
1895	76,983,128.19	9,872,962.53	86,856,090.72	87,179,551.28
1896	82,499,208.40	8,330,600.56	91,329,808.96	90,332,669.50
1897	82,665,462.73	12,133,392.88	94,798,855.61	94,077,242.38
1898	89,012,618.55	9,341,258.81	98,353,877.36	98,033,523.61
1899	95,021,384.17	7,902,040.58	102,923,424.75	101,632,160.92
1900	102,354,579.29	6,250,019.95	108,604,599.24	107,740,267.99
1901	111,631,193.39	4,001,345.17	115,632,538.56	115,554,920.87
1902	121,848,047.26	2,490,636.34	124,338,683.60	124,785,697.07
1903	134,224,443.24	3,753,955.50	137,978,398.74	138,784,487.97
1904	143,582,624.34	7,631,837.43	151,214,461.77	152,362,116.70
1905	152,826,585.10	14,931,688.45	167,758,273.55	167,399,169.23
1906	167,932,782.95	11,071,568.22	179,004,351.17	178,449,778.89

^aIncludes expenditures made during the year for the current and prior fiscal years. For details for 1906 see page 17 of this report.

AUDITOR—TRANSACTIONS OF MONEY-ORDER OFFICES. 351

No. 6.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1906.

States and Territories.	Balance from last year.	Domestic money orders issued.			International orders issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$94,580.69	938,344	\$6,391,878.18	\$58,414.37	7,058	\$175,816.91	\$1,748.90
Alaska	300,283.73	63,921	1,636,794.59	6,754.38	3,715	182,327.48	1,137.24
Arizona	74,810.39	251,537	2,831,985.33	18,177.82	17,844	568,645.32	4,602.06
Arkansas	79,046.36	822,423	5,290,774.09	45,687.38	2,337	50,887.89	541.00
California	506,871.64	2,598,662	25,474,383.99	175,154.82	152,763	3,861,070.36	32,877.47
Colorado	117,312.67	977,065	8,722,247.96	62,953.28	37,993	1,223,377.32	10,089.88
Connecticut	101,372.02	752,088	6,410,506.05	48,753.03	88,714	1,852,905.00	19,695.45
Delaware	7,361.16	79,788	582,892.89	4,780.95	3,884	98,180.84	988.83
Dist. of Columbia	29,675.16	223,761	2,230,433.04	15,505.58	16,350	374,764.85	4,058.85
Florida	81,743.70	601,770	3,874,971.05	33,660.40	6,904	168,109.87	1,788.99
Georgia	81,451.43	1,370,335	6,864,818.79	67,864.40	5,943	109,939.95	1,281.15
Hawaii	126,172.95	96,773	2,279,203.15	10,439.10	24,563	643,781.15	4,089.05
Idaho	64,418.76	389,072	3,715,789.30	25,701.59	6,605	223,571.78	1,741.02
Illinois	436,776.40	3,879,347	28,516,002.30	232,640.72	252,671	6,061,290.39	53,269.24
Indiana	160,655.17	2,075,443	13,936,413.96	119,509.13	26,725	663,865.47	6,125.64
Indian Territory	33,642.10	4,811,982	2,858,124.20	25,061.12	2,567	87,054.74	898.52
Iowa	187,093.81	2,329,095	12,431,679.28	121,735.16	17,704	306,614.91	3,329.26
Kansas	108,901.86	1,835,878	11,508,529.13	108,641.16	13,646	325,878.81	3,023.96
Kentucky	67,098.34	614,146	3,726,014.00	33,841.37	5,339	97,658.56	1,072.35
Louisiana	121,575.81	615,825	4,959,822.97	38,240.83	10,580	285,660.23	2,667.64
Maine	93,037.83	646,437	5,161,856.47	40,931.62	12,844	291,198.35	3,162.66
Maryland	60,512.56	402,982	3,480,131.77	26,079.83	27,636	519,665.75	5,761.65
Massachusetts	270,831.36	1,843,779	15,427,336.99	118,131.34	218,634	3,902,080.68	43,264.26
Michigan	243,912.66	2,645,998	19,169,294.93	156,951.08	66,429	1,455,273.44	14,213.03
Minnesota	188,852.48	1,650,529	12,015,137.26	98,252.87	48,971	1,018,952.49	8,305.34
Mississippi	68,641.34	891,673	5,233,559.67	47,518.36	2,477	58,427.09	571.04
Missouri	239,777.70	2,073,633	13,190,117.34	115,233.91	54,980	1,518,824.66	14,109.93
Montana	122,117.57	444,320	4,423,506.13	29,949.03	24,827	745,441.71	6,239.41
Nebraska	137,611.71	1,424,569	8,628,787.29	78,438.10	12,930	230,633.43	2,321.38
Nevada	31,756.48	153,038	2,047,766.10	12,093.01	3,381	133,192.53	1,202.43
New Hampshire	40,242.47	372,808	2,678,408.50	22,859.66	10,139	187,584.49	2,127.61
New Jersey	113,603.66	953,832	8,216,548.78	61,601.10	134,253	2,347,427.91	24,982.24
New Mexico	58,221.21	189,782	1,697,013.10	12,300.32	2,662	68,378.41	542.97
New York	716,608.23	4,495,583	39,234,666.93	288,754.27	648,181	11,022,234.79	122,288.05
North Carolina	55,371.77	681,214	3,664,823.66	35,227.64	2,129	43,513.71	487.51
North Dakota	62,550.38	644,178	5,175,127.48	39,994.65	6,022	126,234.32	1,089.74
Ohio	321,075.66	2,865,365	21,980,418.78	175,192.96	120,499	3,034,985.60	27,327.26
Oklahoma	48,547.13	659,333	4,287,302.64	36,875.26	1,160	18,794.95	209.13
Oregon	158,625.70	756,330	6,277,766.63	46,731.41	24,007	783,404.85	6,967.60
Pennsylvania	699,976.72	3,982,747	37,843,306.22	269,687.60	278,325	6,520,267.06	67,895.21
Porto Rico	82,971.45	118,171	1,984,776.37	10,403.43	1,465	39,878.63	426.41
Rhode Island	33,621.22	246,902	2,154,502.32	16,085.64	33,071	496,722.72	5,694.99
South Carolina	41,674.82	580,538	3,019,747.67	29,395.19	2,134	47,074.64	506.75
South Dakota	53,089.87	692,656	3,987,449.50	34,210.66	5,800	140,836.77	1,237.26
Tennessee	97,725.76	786,045	4,811,912.39	44,604.76	5,475	109,314.45	1,160.48
Texas	276,264.32	2,504,261	17,421,781.23	143,854.16	20,650	346,603.22	3,556.12
Utah	80,006.93	282,004	2,955,144.07	19,921.00	20,758	607,197.38	5,645.50
Vermont	43,847.81	354,733	2,533,013.39	21,183.81	9,429	196,643.85	2,081.10
Virginia	108,081.39	108,577	4,925,415.56	40,913.38	9,545	202,259.22	2,120.28
Washington	361,006.90	1,258,873	11,710,203.71	81,964.72	50,054	1,630,725.98	11,838.52
West Virginia	125,706.15	540,565	5,345,360.80	36,690.40	8,254	309,017.23	3,076.89
Wisconsin	193,840.54	1,819,694	13,230,419.18	108,550.43	57,548	1,449,075.88	12,324.63
Wyoming	47,584.82	194,303	1,913,409.20	13,160.57	5,787	215,039.29	1,704.95
Tutulla	429.47	608	19,436.55	77.60			
U. S. postal agency, Shanghai	269.70	2,364	55,420.11	247.07			
Guam	13,330.48	1,426	50,068.93	197.63	377	32,899.93	180.84
Supt. M. O. system		26,990	164,875.10				
Total	8,086,720.40	458,863,123	450,359,052.00	3,557,180.86	2,634,738	57,204,607.04	559,099.65

a Payable in foreign countries and the Philippines, 401,770, \$5,843,261.40.

No. 6.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1906—Continued.

States and Territories.	Foreign exchange received.	Number of certificates of deposit.	Deposits received from postmasters.	Drafts on postmaster at New York, N. Y.	Drafts on assistant treasurer at New York, N. Y.	Transferred from postage fund.
Alabama.....		35,481	\$3,767,088.37	\$130,626.33		\$26,732.94
Alaska.....			50.51	10,255.00		726.52
Arizona.....		5,788	1,470,220.38	27,094.00		23,722.45
Arkansas.....		20,509	2,170,454.44	251,296.55		52,966.51
California.....		84,387	20,812,694.60	1,175,574.97		229,422.77
Colorado.....		28,466	5,397,377.14	167,500.00		26,195.89
Connecticut.....		25,180	3,518,544.22	170,588.00		22,284.10
Delaware.....		2,333	206,110.64	17,195.00		4,277.20
District of Columbia.....	\$600.00	15,166	2,127,059.39	270,000.00		
Florida.....		18,826	2,389,200.33	99,751.50		49,461.31
Georgia.....		41,963	4,435,369.96	380,161.00		72,828.02
Hawaii.....		3,065	2,077,654.84			65.16
Idaho.....		5,519	999,625.41	74,596.00		13,268.57
Illinois.....		196,870	95,142,681.58	2,653,736.70		167,124.16
Indiana.....		55,696	6,107,443.70	887,071.92		143,237.00
Indian Territory.....		3,123	378,848.36	150,274.00		24,725.97
Iowa.....		67,421	6,983,276.35	668,814.18		100,867.00
Kansas.....		30,189	3,179,395.61	576,988.00		148,814.69
Kentucky.....		22,246	2,175,572.69	558,903.16		128,123.93
Louisiana.....		32,654	5,285,075.74	64,328.40		27,863.22
Maine.....		26,092	3,092,393.50	189,521.50		63,553.54
Maryland.....		26,978	3,282,187.32	171,975.42		10,749.40
Massachusetts.....		92,351	16,566,142.65	414,934.00		77,011.52
Michigan.....		81,588	11,401,760.86	2,529,688.00		328,836.97
Minnesota.....		75,904	11,985,887.54	561,144.00		76,792.17
Mississippi.....		15,604	1,770,027.31	270,195.30		38,962.45
Missouri.....		148,087	21,728,227.85	603,756.49		90,188.73
Montana.....		14,658	2,834,350.71	35,755.00		11,571.39
Nebraska.....		48,060	6,505,840.77	449,062.66		71,587.93
Nevada.....				20,065.00		4,034.90
New Hampshire.....		8,552	812,376.95	52,442.99		12,563.22
New Jersey.....		31,888	4,007,669.19	478,508.60		63,331.23
New Mexico.....		6,619	1,055,140.57	94,133.00		5,334.09
New York.....	3,046,656.05	229,784	113,891,326.92	9,439,394.59	\$44,869,916.19	1,801,717.07
North Carolina.....		17,013	1,501,074.85	419,647.80		41,498.55
North Dakota.....		14,285	1,853,917.65	107,370.07		13,438.01
Ohio.....		103,235	15,707,588.77	1,103,638.63		210,058.18
Oklahoma.....		10,315	1,111,453.31	221,694.06		39,644.81
Oregon.....		27,199	4,394,103.89	352,874.80		48,085.17
Pennsylvania.....		184,126	33,647,583.43	1,133,136.22		149,969.97
Porto Rico.....		4,481	1,024,167.92	96,546.00		44,571.54
Rhode Island.....		9,842	1,513,667.09	27,970.00		4,045.92
South Carolina.....		18,448	1,658,621.02	63,399.00		33,020.23
South Dakota.....		13,027	1,559,119.32	38,578.00		34,122.61
Tennessee.....		43,438	5,260,408.97	219,914.35		40,439.39
Texas.....		85,765	12,617,250.88	435,475.12		187,869.10
Utah.....		15,219	3,209,794.31	98,133.51		10,812.00
Vermont.....		10,704	1,181,184.42	56,060.00		13,100.13
Virginia.....		24,425	3,469,417.83	380,891.68		61,319.19
Washington.....		41,058	8,431,046.57	208,788.82		36,564.04
West Virginia.....		20,780	3,672,286.95	71,276.50		7,462.10
Wisconsin.....		58,060	8,170,446.36	347,803.86		79,659.97
Wyoming.....		4,515	804,523.80	5,130.00		3,841.27
Total.....	3,047,256.05	2,206,927	478,284,632.79	29,028,609.78	44,869,916.19	4,978,459.25

AUDITOR—TRANSACTIONS OF MONEY-ORDER OFFICES. 353

No. 6.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1906—Continued.

States and Territories.	Gain.	Balance due post-masters.	Domestic money orders paid.		International orders paid.	
			Number.	Amount.	Number.	Amount.
Alabama.....	\$9.93	\$483.75	463,622	\$3,830,477.35	614	\$15,815.64
Alaska.....	.16	.....	11,849	531,966.92	89	4,775.75
Arizona.....	5.62	10.50	72,466	1,053,512.93	596	19,314.79
Arkansas.....	7.99	90.25	261,241	2,923,541.36	508	15,832.60
California.....	23.61	1,209.44	2,015,511	25,383,662.02	28,540	532,859.35
Colorado.....	.56	85.40	693,326	7,067,550.08	3,588	108,478.77
Connecticut.....	3.01	8.32	589,548	4,180,612.82	5,068	139,551.25
Delaware.....	.51	48.42	55,689	397,079.13	366	8,185.41
District of Columbia.....	35.40	.....	400,352	2,816,420.04	17,651	175,932.51
Florida.....	.96	329.81	285,062	2,312,621.07	1,096	26,227.87
Georgia.....	505.48	136.01	1,171,842	5,947,868.87	1,343	13,890.82
Hawaii.....	3.95	39.07	70,468	1,884,622.77	678	18,940.01
Idaho.....	.24	102.81	116,287	1,641,007.64	333	13,926.76
Illinois.....	3.20	303.95	12,415,955	80,112,731.95	45,657	867,872.08
Indiana.....	4.31	149.69	1,482,565	10,918,430.05	8,980	130,580.54
Indian Territory.....	.....	275.77	146,911	1,274,033.19	155	4,736.00
Iowa.....	5.46	551.73	1,565,102	9,247,469.66	3,192	89,989.43
Kansas.....	5.54	338.01	906,648	6,546,672.84	1,801	55,779.11
Kentucky.....	7.08	615.22	581,856	3,640,766.49	1,107	23,050.00
Louisiana.....	8.55	343.85	376,577	3,528,729.97	2,043	55,728.61
Maine.....	1.13	5.42	555,242	3,435,187.00	972	18,485.65
Maryland.....	.05	108.86	362,419	3,153,269.34	2,841	65,795.93
Massachusetts.....	.56	6.27	2,659,415	16,752,325.66	20,479	348,335.33
Michigan.....	3.69	137.02	2,137,423	16,503,906.30	7,751	187,258.40
Minnesota.....	44.80	741.38	1,358,045	10,664,999.66	6,148	236,460.83
Mississippi.....	7.42	178.79	291,855	2,350,151.98	205	5,649.45
Missouri.....	14.58	338.37	2,913,551	19,499,134.28	10,019	229,485.92
Montana.....	2.14	449.90	159,028	1,923,161.52	870	32,985.55
Nebraska.....	2.98	90.61	992,020	6,668,026.94	2,164	69,276.85
Nevada.....	.....	4.57	48,876	820,773.72	141	4,644.81
New Hampshire.....	.73	.06	177,301	1,544,701.52	532	11,455.36
New Jersey.....	22.99	92.79	680,840	6,203,887.21	11,810	337,615.89
New Mexico.....	2.45	41.47	72,994	893,421.52	341	7,478.32
New York.....	31.00	618.98	9,077,822	75,298,573.41	124,916	1,884,750.11
North Carolina.....	6.77	38.50	391,432	2,684,137.89	307	7,890.83
North Dakota.....	1.29	399.07	158,115	1,720,453.21	1,054	53,159.76
Ohio.....	191.08	63.20	2,910,578	19,686,518.53	12,384	336,263.11
Oklahoma.....	8.01	12.79	245,583	2,273,638.83	308	10,000.73
Oregon.....	3.22	282.04	505,846	5,422,443.44	1,584	48,073.11
Pennsylvania.....	7.59	739.05	3,670,039	29,138,636.21	29,630	766,306.24
Porto Rico.....	.....	2.41	85,011	1,452,977.11	137	3,909.21
Rhode Island.....	.....	37.00	194,401	1,545,913.34	2,165	49,395.18
South Carolina.....	40.32	.....	219,975	1,629,496.92	254	4,546.41
South Dakota.....	.92	32.31	172,566	1,414,048.75	811	31,998.95
Tennessee.....	1.27	169.86	784,471	4,664,634.08	723	16,957.83
Texas.....	19.08	394.57	1,425,352	11,551,089.54	7,443	158,847.80
Utah.....	1.33	160.70	170,128	2,103,801.94	916	24,478.18
Vermont.....	1.32	5.55	162,548	1,441,081.37	464	12,557.66
Virginia.....	5.31	202.64	523,631	4,025,537.17	1,205	26,304.67
Washington.....	26.76	99.53	668,098	8,205,000.54	3,223	111,760.38
West Virginia.....	1.36	458.05	198,609	1,803,807.77	571	20,348.53
Wisconsin.....	3.42	193.47	1,183,545	9,339,287.90	6,419	196,332.11
Wyoming.....	3.40	.....	45,764	507,880.33	217	7,246.55
Tutula.....	.....	.....	108	1,800.80	.....	.....
U. S. postal agency, Shanghai.....	.....	.....	953	26,726.38	.....	.....
Guam.....	.....	.....	74	2,804.88	1	.50
Supt. M. O. system.....	.....	.....	26,647	142,415.86	180	22,459.24
Total.....	1,088.83	11,227.25	59,013,902	451,534,729.00	383,140	7,664,932.67

a Issued in foreign countries and the Philippines, 853,272, \$9,196,053.72.

No. 6.—Statement showing the transactions of the money-order offices of the United States during the year ended June 30, 1906—Continued.

States and Territories.	Foreign exchange purchased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurer at New York, N. Y., and Chicago, Ill.	Deposited on account of revenue.
Illinois.....			\$24,033,000.00	
New York.....	\$48,772,525.32	\$28,873,058.33	22,841,216.39	\$2,761,850.58
Total.....	48,772,525.32	28,873,058.33	46,874,216.39	2,761,850.58

States and Territories.	Deposited at first-class offices.	Transferred to postage fund.	Loss.	Commissions on money orders.	Balance due the United States.	Balance due postmasters last year.
Alabama.....	\$6,661,446.69	\$7,464.13	\$803.83	\$21,382.74	\$103,872.16	\$617.83
Alaska.....	1,365,384.28	15,993.21		1,729.08	218,500.37	
Arizona.....	3,858,498.52	730.70	80.00	5,414.34	81,669.67	52.92
Arkansas.....	4,862,187.97	22,665.59	230.86	19,752.72	96,753.90	787.46
California.....	25,623,556.57	65,300.29	1,048.79	37,392.93	624,866.18	597.54
Colorado.....	8,350,998.27	25,309.90	153.31	14,430.84	160,298.24	120.69
Connecticut.....	7,700,634.10	1,889.15	69.61	9,105.78	112,693.10	53.39
Delaware.....	5,000,673.64	1,616.62		1,414.05	7,866.37	1.22
District of Columbia.....	1,833,404.91	210,000.00			16,379.81	
Florida.....	4,251,973.98	5,108.28	185.74	13,081.98	89,708.47	210.53
Georgia.....	5,913,614.20	19,184.30	151.76	30,892.20	88,153.29	600.75
Hawaii.....	3,112,129.08	594.01		2,537.13	122,625.27	20
Idaho.....	3,481,013.97	1,393.86	515.95	9,494.07	71,332.22	131.01
Illinois.....	27,556,892.50	41,527.95	465.69	60,668.79	590,236.41	383.27
Indiana.....	10,745,272.53	13,443.43	347.96	85,869.95	180,158.88	422.65
Indian Territory.....	2,229,806.56	6,140.11	64.80	11,053.32	32,859.79	211.01
Iowa.....	11,043,830.06	174,147.39	313.48	50,023.74	197,739.31	374.07
Kansas.....	9,121,984.13	83,578.37	270.15	41,704.86	106,288.61	373.70
Kentucky.....	3,023,033.78	27,772.41	289.88	12,989.22	60,841.65	108.32
Louisiana.....	7,060,355.82	5,524.00	238.23	14,370.45	119,873.97	656.19
Maine.....	5,356,903.88	5,381.30	328.73	14,315.28	105,051.46	8.77
Maryland.....	4,259,407.91	4,611.88	54.42	5,709.72	68,158.58	164.83
Massachusetts.....	19,379,249.56	5,606.47	74.97	14,021.64	320,122.69	3.31
Michigan.....	17,639,304.90	634,904.74	952.90	49,599.30	283,949.19	185.45
Minnesota.....	14,012,059.01	751,916.47	740.20	34,094.64	253,691.09	88.43
Mississippi.....	5,045,286.84	3,053.81	346.35	21,088.53	62,403.21	98.60
Missouri.....	17,407,878.39	96,801.97	668.07	39,285.36	246,697.31	738.16
Montana.....	6,090,011.47	11,865.77	.03	7,827.18	143,376.69	154.78
Nebraska.....	9,145,406.89	14,071.20	74.48	34,407.87	172,785.61	227.02
Nevada.....	1,382,679.66	1,961.03		3,153.09	36,889.03	13.68
New Hampshire.....	2,197,461.77	1,965.61	3.89	6,256.02	46,237.69	24.74
New Jersey.....	8,625,736.40	6,306.36	389.98	9,764.70	130,068.63	69.32
New Mexico.....	2,029,806.88	2,582.09		3,924.45	48,881.81	12.52
New York.....	41,997,622.18	1,327,410.56	1,320.59	53,325.66	621,769.79	790.13
North Carolina.....	2,629,747.40	364,849.22	317.35	15,040.50	59,462.96	244.11
North Dakota.....	5,489,138.16	27,851.41	33.67	16,716.21	72,733.94	6.31
Ohio.....	21,986,371.95	269,667.01	1,109.45	44,903.19	335,045.70	361.18
Oklahoma.....	3,105,744.48	303,579.11	246.26	15,085.44	55,961.33	285.91
Oregon.....	6,305,239.86	3,839.30	137.17	14,832.54	213,971.19	258.70
Pennsylvania.....	49,490,339.01	157,529.96	1,545.65	61,208.16	716,408.31	645.73
Porto Rico.....	1,727,117.92	95.10		2,639.49	97,002.82	
Rhode Island.....	2,615,891.86	1,773.85	96.17	2,424.12	36,817.64	15
South Carolina.....	3,192,609.35	2,099.00	1,766.21	12,933.60	49,885.74	180.41
South Dakota.....	4,157,730.86	170,368.60	145.17	15,161.61	59,071.78	91.50
Tennessee.....	5,745,975.55	19,716.53	506.74	18,786.60	118,948.88	125.47
Texas.....	19,131,608.09	255,283.02	287.15	55,697.01	284,352.00	923.19
Utah.....	4,705,035.33	17,486.10	96.74	5,860.14	129,644.85	263.45
Vermont.....	2,534,233.52	5,289.22	51.40	8,006.31	44,849.08	2.87
Virginia.....	4,980,609.34	13,523.53	60.95	14,398.91	129,943.11	253.85
Washington.....	13,763,037.28	3,865.96	439.93	22,134.03	360,725.72	301.71
West Virginia.....	7,572,194.19	24,149.50	136.32	11,342.22	139,111.66	246.34
Wisconsin.....	13,751,610.66	22,334.69	583.76	37,468.08	244,161.90	88.74
Wyoming.....	2,359,835.77	28,288.75	114.33	4,408.35	66,844.70	28.47
Tutulla.....	15,526.19			18.24	2,498.39	
U. S. postal agency, Shanghai.....	14,862.00			70.92	14,277.58	
Guam.....	65,101.85	2.97		54.09	28,613.52	
Supt. M. O. system.....						
Total.....	478,235,407.82	5,289,360.79	17,709.07	1,069,266.39	8,882,193.15	12,600.58

a International, \$9,725.31.

No. 7.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1906.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1905.....		\$8,086,720.40
Domestic money orders issued.....	\$450,359,052.00	
International money orders issued.....	57,204,607.04	
Fees on domestic money orders issued.....	3,557,180.86	
Fees on international money orders issued.....	559,099.65	
Foreign exchange received.....	3,047,256.05	
Deposits received from postmasters.....	478,284,632.79	
Drafts drawn on postmaster at New York, N. Y.....	29,028,609.78	
Drafts drawn on assistant treasurer at New York, N. Y.....	44,869,916.19	
Transferred from postage fund.....	4,978,459.25	
Miscellaneous.....	1,088.83	
Adjustments due postmasters June 30, 1906.....	11,227.26	
		<u>1,071,901,129.69</u>
Total receipts.....		<u>1,079,987,850.09</u>

DISBURSEMENTS.

Domestic money orders paid.....	\$451,584,729.00	
International money orders paid.....	7,664,932.67	
Foreign exchange purchased.....	48,772,525.32	
Drafts paid by postmaster at New York, N. Y.....	28,878,058.33	
Deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account.....	22,841,216.39	
Deposited with assistant treasurer at Chicago, Ill., to credit of Postmaster-General on money-order account.....	24,033,000.00	
Deposited with assistant treasurer at New York, N. Y., to credit of Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account.....	2,761,850.58	
Deposited at first-class offices by other postmasters.....	478,235,407.82	
Transferred to postage fund.....	5,289,360.79	
Losses by fire, burglary, etc.....	17,709.07	
Commissions on money orders.....	1,069,266.39	
Settlement of balances due postmasters June 30, 1905.....	12,600.58	
Total disbursements.....		\$1,071,105,656.94
Balance in the hands of postmasters June 30, 1906.....		<u>8,882,193.15</u>
		1,079,987,850.09

No. 8.—*Statement showing the revenue which accrued on money-order account during the fiscal year ended June 30, 1906.*

DOMESTIC.

Received for fees on orders issued.....	\$3,557,180.86	
From miscellaneous.....	1,088.83	
		<u>\$3,558,269.69</u>
Allowed postmasters—		
For commissions.....	1,069,541.08	
For losses by fire, burglary, etc.....	17,709.07	
Total.....		1,077,250.15
Balance.....		<u>2,481,019.54</u>
		3,558,269.69

INTERNATIONAL.

Received for fees on orders issued.....	\$569,099.65	
Gain on exchange.....	176,750.83	
		<u>\$735,850.48</u>
Allowed postmasters for commissions.....	9,725.31	
Allowed foreign countries—		
For commissions.....	188,217.36	
For incidental expenses.....	104.73	
Total.....		198,047.40
Balance.....		<u>537,803.08</u>
		735,850.48

RECAPITULATION OF BALANCES.

Balance on domestic money-order transactions.....	\$2,481,019.54	
Balance on international money-order transactions.....	537,803.08	
Total.....		<u>\$3,018,822.62</u>

No. 9.—Statement of assets and liabilities of the money-order service June 30, 1906.

ASSETS.

In the hands of assistant treasurer at New York, N. Y.	\$2,635,695.36
In the hands of assistant treasurer at Chicago, Ill.	2,050,000.00
In the hands of postmasters	8,882,193.15
Due from postal account, being balance on transfers June 30, 1906.	142,312.61
	\$13,710,201.12

LIABILITIES.

Due Post-Office Department, being revenue on money-order account for quarters ended March 31 and June 30, 1906.	\$1,548,331.18
Unpaid domestic money-orders, less transfers to credit of Post-Office Department	6,713,232.38
Unpaid international money orders, outstanding certificates of deposit and balance of unadjusted international accounts.	5,487,410.81
Adjustments due postmasters June 30, 1906.	11,227.25
	\$13,710,201.12

No. 10.—Statement showing the number of international lists of United States issue received, examined, registered, and checked; also the number and value, by countries, of orders certified.

Nationality.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Antigua ^a	9	589	\$7,540.00		
Austria	149	199,476	5,370,078.92	\$1,693,200.26	
Bahamas	55	290	3,642.99		\$497.73
Barbados	12	4,556	70,864.26		
Belgium	148	20,800	513,739.91	141,078.88	
Bermuda	50	451	8,225.15	1,580.21	
Bolivia	53	33	266.69		247.68
British Guiana	13	572	7,626.89	1,515.99	
British Honduras	40	96	1,112.31	886.47	
Canada	48	366,578	5,126,144.44	725,099.72	
Cape Colony	141	641	13,781.81		69.67
Chile	54	293	8,156.34	2,112.46	
Costa Rica	60	116	2,088.50	1,768.48	
Cuba	12	16,237	323,239.92		11,882.26
Denmark	149	29,266	471,123.82	83,581.24	
Dominica ^a	9	47	500.20		793.68
Egypt	167	833	14,115.36		
France	12	62,805	1,061,829.29	140,109.88	
Germany	162	259,494	3,784,634.82	341,709.10	
Great Britain	145	721,905	9,398,478.64	1,490,096.30	
Greece	167	17,591	650,203.87	456,524.46	
Grenada	12	141	1,954.65		
Honduras	52	29	489.14	288.25	
Hongkong	71	657	17,055.05	4,426.36	
Hungary	149	183,716	6,108,332.89	2,553,260.60	
Italy	167	344,962	13,443,486.69	4,094,943.22	
Jamaica	13	1,465	22,952.90	115.06	
Japan	178	79,772	2,761,942.47	848,879.61	
Leeward Islands ^b	8	388	6,391.61		
Liberia	86	53	1,555.31	662.78	
Luxemburg	133	1,278	34,688.28	6,411.58	
Mexico	313	30,215	672,543.07	358,549.31	
Montserrat ^a	9	89	1,151.33		
Netherlands	148	12,292	163,405.56	40,139.15	
Nevis ^a	9	40	686.42		
Newfoundland	12	5,800	111,494.77	6,885.92	
New South Wales	61	2,138	41,596.67	4,806.56	
New Zealand	46	1,699	34,295.25	2,009.56	
Norway	149	98,949	2,153,454.11	518,442.87	
Orange River Colony	19	18	731.77		
Peru	63	170	3,902.73	1,214.07	
Philippines	12	4,812	157,303.78	20,378.64	
Portugal	164	757	11,882.95	836.02	
Queensland	52	512	8,345.17		38.57
Russia	149	344,904	6,265,533.00	1,667,591.12	
St. Kitts ^a	9	307	7,018.81		
St. Lucia	12	110	1,133.06		
St. Vincent	12	404	3,291.84		
Salvador	56	29	432.48	298.21	
South Australia	38	293	4,569.98		1,196.51
Sweden	149	168,749	3,285,084.48	570,684.76	
Switzerland	167	48,955	727,856.97	50,029.72	
Tasmania	35	148	2,862.24		312.33
Transvaal	140	460	9,331.00	2,116.64	
Trinidad	33	490	5,713.82	1,202.72	
Victoria	65	1,572	28,015.76	3,478.23	
Virgin Islands ^a	9	23	358.63		
Total	4,460	3,089,064	62,937,738.27		
Increase		470,079	15,845,205.06		

^a October 1, 1905, to June 30, 1906.^b Third quarter, 1905—Leeward Islands.

No. 11.—Statement showing the number of international lists of orders of foreign issue received, examined, registered, and checked; also the number and value, by countries, of orders certified to the United States.

Nationality.	Number of lists.	Number of orders certified.	Value of orders certified.	Increase.	Decrease.
Antigua ^a	9	231	\$11,364.23		
Austria.....	364	17,513	643,205.50	\$116,196.80	
Bahamas.....	65	981	4,674.60		\$744.21
Barbados.....	12	1,282	22,533.57		
Belgium.....	104	5,340	115,397.05	11,407.87	
Bermuda.....	35	735	6,822.35		2,281.11
Bolivia.....	52	127	2,132.76	1,414.42	
British Guiana.....	12	1,995	14,075.62	1,079.61	
British Honduras.....	52	1,771	7,255.34	1,909.35	
Canada.....	52	724,864	5,888,040.19	1,062,367.17	
Cape Colony.....	65	3,421	22,133.51		22,394.74
Chile.....	56	1,239	9,146.58	1,125.41	
Costa Rica.....	53	659	6,887.94	3,490.03	
Cuba.....	12	63,371	983,336.50	151,865.04	
Denmark.....	365	4,392	107,450.64	4,060.16	
Dominica ^a	9	243	9,331.65		
Egypt.....	158	1,658	31,746.88	1,379.46	
France.....	462	35,844	321,847.10	81,690.12	
Germany.....	132	61,644	1,636,435.48		42,416.76
Great Britain.....	381	134,557	1,511,573.70	14,956.97	
Greece.....	104	134	2,142.90	696.53	
Grenada.....	12	643	6,555.01		
Honduras.....	50	148	3,025.19	1,712.23	
Hongkong.....	106	593	5,440.05	1,357.49	
Hungary.....	147	10,916	582,842.99	123,063.01	
Italy.....	104	11,386	451,538.29	84,356.54	
Jamaica.....	12	2,498	30,292.80		1,344.17
Japan.....	131	6,742	86,474.33	12,556.35	
Leeward Islands ^b	9	150	1,393.84		
Liberia.....	27	197	3,390.94	863.43	
Luxemburg.....	102	343	16,854.53		4,364.86
Mexico.....	311	43,205	548,759.15	162,923.00	
Montserrat ^a	9	49	1,995.45		
Netherlands.....	104	4,331	55,186.22		3,126.58
Nevia ^a	9	25	609.94		
Newfoundland.....	12	5,010	55,450.90	13,237.06	
New South Wales.....	41	4,457	44,708.25	448.65	
New Zealand.....	33	10,973	100,842.09		1,701.96
Norway.....	365	5,494	202,499.59	16,091.11	
Orange River Colony.....	30	212	2,314.36		
Peru.....	57	302	2,816.86		697.07
Philippines.....	12	52,872	2,153,440.89	358,552.38	
Portugal.....	107	358	5,787.19	2,745.96	
Queensland.....	44	1,826	14,458.60		1,390.53
Russia.....	365	6,167	245,621.22	7,755.50	
St. Kitts ^a	9	273	13,712.66		
St. Lucia.....	12	197	2,063.44		
St. Vincent.....	12	166	1,154.09		
Salvador.....	47	113	733.02	218.30	
South Australia.....	30	1,182	10,165.36	2,497.34	
Sweden.....	365	11,234	520,066.33	21,122.66	
Switzerland.....	210	7,112	141,285.05		160.80
Tasmania.....	33	887	6,540.66		445.70
Transvaal.....	56	3,409	47,391.16		7,091.18
Trinidad.....	33	2,539	14,635.08		1,060.09
Victoria.....	30	3,841	37,713.05	2,034.12	
Virgin Islands ^a	9	53	2,091.74		
Total.....	5,599	1,261,454	16,777,390.41		
Increase.....		217,613	2,150,290.26		

^a Oct. 1, 1905, to June 30, 1906.

^b Third quarter, 1905, Leeward Islands.

No. 12.—Statement showing the volume of mail matter originating in the United States and dispatched to foreign countries by the various steamship lines and the amount paid for its conveyance during the fiscal year ended June 30, 1906.

Steamship line.	Letters.	Prints.	Amount paid.
	<i>Grams.</i>	<i>Grams.</i>	
A. Folch.....	1,587	4,082	\$1.93
Allan.....	33,237	781,345	121.40
Allen.....	24,260	25,110	25.84
American Mail (contract).....	1,909,680	23,396,502	114,774.66
American.....	920	212,480	21.39
Anchor.....	434,010	2,883,710	697.10
Atlantic and Mexican Gulf.....	11,478	7,482	11.80
Atlantic Transport.....	1,450,470	11,195,018	2,480.02
Barber Line.....	1,295,580	33,266,070	4,460.47
Bluefields.....	699,091	12,196,609	1,851.60
Booth.....	1,563,530	20,451,845	3,482.40
Boston.....	1,472,193	15,416,198	7,913.32
Boston Tow Boat.....	779,394	10,182,819	4,545.94
Boulton, Bliss and Dallett (contract).....	8,565,045	139,772,235	109,155.80
Camors McConnell.....	1,165,521	5,152,959	1,621.99
Canada Atlantic and Plant.....	1,537,219	13,876,804	1,181.80
Canadian Australian Royal Mail.....	2,379,169	55,611,374	.....
Canadian Pacific.....	8,510,658	87,867,562	.....
Cefalu.....	25,172	1,361	24.42
China Mutual Steam Navigation.....	270,333	5,250,788	767.67
Clyde.....	2,482,710	35,663,130	15,049.98
Compañía Anónima de Navegación.....	9,128	84,785	16.99
Compañía Trans-Atlántica Española.....	392,388	799,049	455.77
Compagnie Trans-Atlantique.....	326,174	658,993	.....
Cunard.....	55,633,774	297,978,015	82,364.01
Direct.....	30,820	690,995	96.43
Dominion Atlantic Railway.....	6,284,340	45,940,564	5,540.05
Earn.....	21,795	316,220	51.55
Frank Zotti.....	228,640	383,480	874.29
General Trans-Atlantic.....	55,718,142	192,513,861	70,191.88
Gibbony.....	13,153	103,862	22.72
Great Northern.....	3,568,802	40,369,262	19,711.87
Hamburg-American.....	69,994,004	447,234,498	110,702.34
Herrera.....	347,181	867,748	418.76
Holland-America.....	5,615,320	26,339,753	7,872.09
Houston.....	594,915	20,226,415	2,525.94
Howard Houlder, Rowat & Co.....	242,185	5,797,195	793.14
Insular Navigation.....	393,017	680,799	444.96
Italian Royal Mail.....	3,875	288,545	31.59
International Mercantile Marine (contract).....	203,715,971	1,087,483,342	762,638.40
Kemp.....	960	.....	98
Kosmos.....	15,449	67,244	21.41
Lamport & Holt.....	2,061,330	58,575,407	7,641.71
La Valoce.....	2,557	293,055	.....
Lower California Development.....	250,811	3,433,786	.....
Munson.....	946,068	3,231,834	1,230.62
New York and Cuba Mail (contract, etc.).....	4,907,686	87,970,962	205,111.59
New York and Demerara.....	153,660	2,662,025	409.99
Nippon Yusen Kabushiki Kaisha.....	2,944,028	28,160,503	.....
North German Lloyd.....	187,467,636	715,454,391	201,697.62
Norton.....	904,155	21,663,165	2,963.02
Occidental and Oriental.....	9,398,607	133,743,802	20,264.17
Ocean.....	76,901	2,763,838	340.92
Oceanic (contract).....	11,376,062	248,838,950	292,065.00
Oriental.....	7,686,679	70,991,045	.....
Orr Laubenheimer.....	481,004	3,799,633	748.51
Oteri.....	56,172	1,160,289	166.17
Pacific Coast.....	121,203	617,278	404.43
Pacific Mail.....	17,021,626	214,619,577	83,928.84
Panama Railroad.....	15,089,855	324,197,010	152,421.33
Peninsular and Occidental.....	2,145,861	5,371,481	.....
Pinillos Yzquierdo.....	26,869	65,586	31.29
Planters.....	295,711	8,703,391	1,125.24
Portland and Asiatic.....	2,837	935	7.83
Prince.....	937,445	28,180,155	3,624.01
Quebec.....	3,749,475	42,612,242	7,730.33
Red Cross.....	81,385	3,213,870	471.51
Red Star.....	955,210	8,754,440	1,842.54
Royal Dutch.....	539,970	6,810,885	.....
Royal Mail Steam Packet (from New York).....	1,513,520	22,336,310	3,616.00
Royal Mail Steam Packet (from Porto Rico).....	367,694	2,305,097	577.26
Scandinavian American.....	6,760	4,095,660	439.42
Sloan's United States and Brazil.....	477,845	20,914,540	2,479.38
Southern Pacific.....	1,305,168	11,194,906	42.44
Straus.....	25,780	181,975	6,052.74
Thacker Brothers.....	45,233	801,894	121.00
Thompson.....	1,440	.....	1.39
Trinidad Shipping and Trading.....	1,196,425	19,486,577	3,086.00

AUDITOR—MAILS DISPATCHED TO FOREIGN COUNTRIES. 359

No. 12.—*Statement showing the volume of mail matter originating in the United States and dispatched to foreign countries by the various steamship lines, etc.—Continued.*

Steamship line.	Letters.	Prints.	Amount paid.
	<i>Grams.</i>	<i>Grams.</i>	
Tweedie Trading.....	166, 970	5, 504, 490	\$701. 96
United Fruit.....	6, 666, 194	115, 796, 485	17, 635. 70
United Fruit (to British Honduras).....	710, 175	9, 586, 778	.....
Vaccaro Brothers.....	196, 006	3, 088, 416	488. 15
White Star.....	158, 216, 380	697, 989, 276	214, 959. 70
Total.....	823, 243, 583	5, 581, 235, 706	2, 567, 336. 36
Increase.....	106, 079, 991	545, 646, 181	236, 849. 91

No. 13.—*Statement showing the weights of closed mails originating in foreign countries and the amounts accruing to steamship companies for their conveyance during the fiscal year ended June 30, 1906.*

Steamship line.	Letters.	Prints.	Amount paid.
	<i>Grams.</i>	<i>Grams.</i>	
American Mail (contract).....	669, 230	4, 865, 998	.....
Atlantic Transport.....	8, 785	32, 070	\$11. 57
Anchor.....	790, 243	2, 656, 690	1, 018. 96
Booth.....	.....	315, 945	30. 48
Boston Towboat.....	54, 267	1, 374, 067	184. 97
Boston.....	343, 036	4, 084, 277	725. 16
Bluefields.....	.....	451, 844	43. 61
Barber.....	4, 060	92, 640	12. 85
Cunard.....	42, 915, 585	147, 848, 952	55, 680. 96
Clyde.....	.....	1, 042, 295	100. 58
China Mutual Navigation.....	169, 344	863, 927	246. 79
Dominion Atlantic Railway.....	180, 454	7, 909, 989	908. 49
Great Northern.....	831, 325	10, 888, 419	1, 852. 96
Hamburg-American.....	11, 083, 401	89, 557, 812	19, 337. 82
Holland-America.....	1, 811, 160	7, 117, 564	2, 434. 62
Houston.....	.....	10, 885	1. 05
International Mercantile Marine (contract).....	24, 191, 539	77, 444, 081	.....
Lamport and Holt.....	450	43, 080	4. 59
Nippon Yusen Kabushiki Kaisha.....	380, 394	3, 968, 943	.....
North German Lloyd.....	33, 889, 612	106, 529, 562	42, 983. 59
Norton.....	1, 350	73, 735	8. 42
New York and Cuba Mail (Bahamas).....	314, 668	4, 465, 784	734. 60
New York and Cuba Mail (contract).....	1, 218, 011	17, 340, 365	.....
Ocean.....	35, 652	510, 653	83. 68
Occidental and Oriental.....	1, 194, 113	8, 602, 950	1, 982. 50
Oceanic (contract).....	308, 664	5, 449, 675	.....
Oriental.....	533, 282	5, 406, 048	.....
Pacific Mail (Japan and China).....	2, 376, 598	20, 527, 153	4, 274. 30
Panama Railroad and Steamship Co.....	10, 982, 102	310, 546, 993	50, 082. 09
Peninsular and Occidental.....	179, 461	1, 576, 737	.....
Quebec.....	.....	199, 500	19. 25
Red D (contract).....	1, 063, 145	18, 658, 934	.....
Royal Dutch.....	241, 527	4, 340, 027	.....
Royal Mail Steam Packet.....	197, 090	5, 364, 018	707. 82
Red Star.....	8, 690	8, 365	9. 19
South Pacific.....	190	128, 630	12. 60
Trinidad Shipping and Trading.....	.....	103, 105	9. 95
Tweedie Trading.....	450	9, 465	1. 35
United Fruit.....	2, 466, 510	47, 614, 512	6, 974. 98
United Fruit (to British Honduras).....	593, 939	5, 302, 319	.....
White Star.....	39, 568, 450	137, 613, 753	51, 463. 29
Total.....	178, 541, 757	1, 060, 941, 591	241, 893. 07
Increase.....	16, 962, 804	61, 816, 924	32, 025. 39

Respectfully,

ERNST G. TIMME,
Auditor.

The POSTMASTER-GENERAL.

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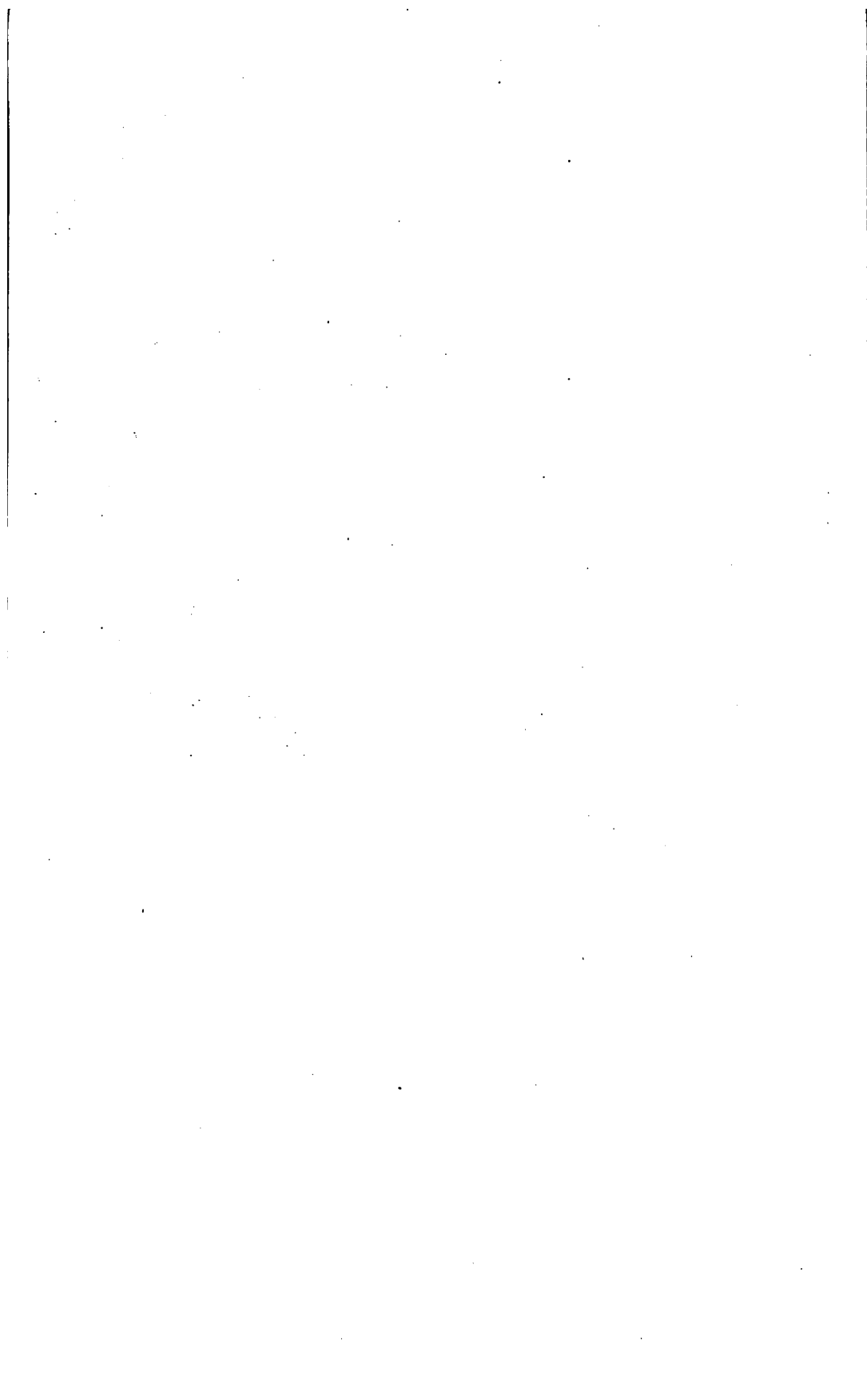
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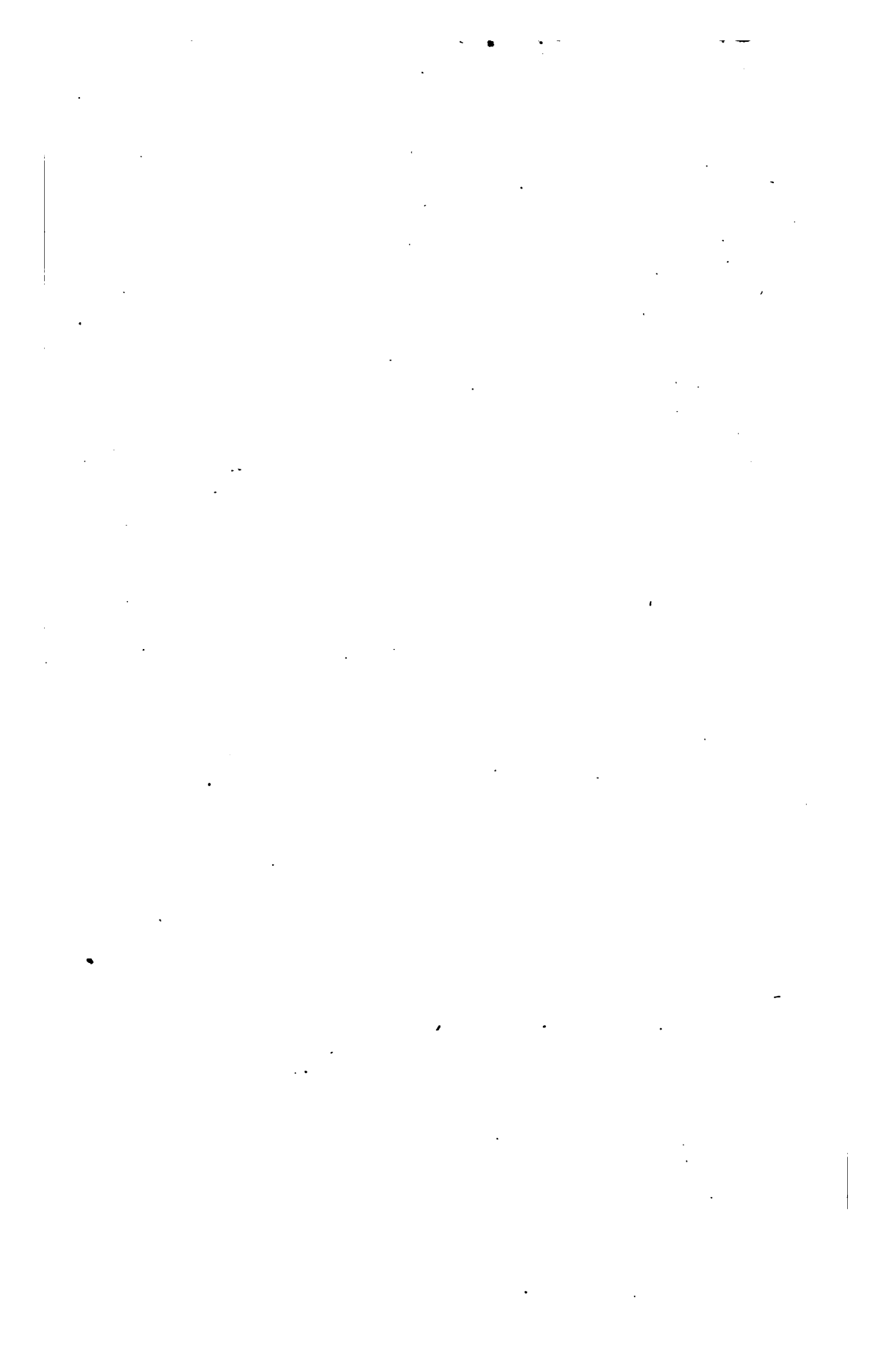
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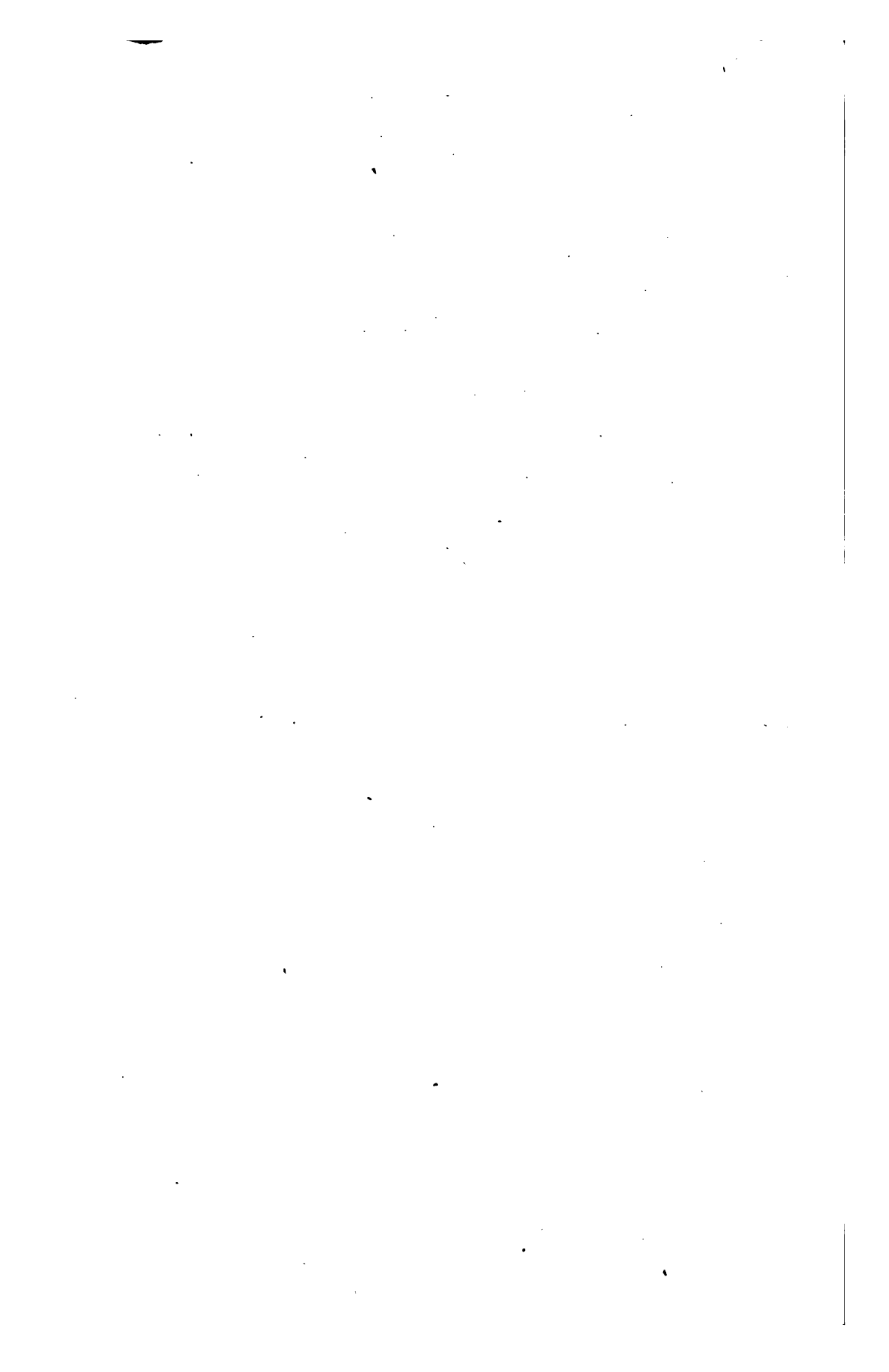
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